

**FILE NUMBER: 2025-255**

**DATE:** Tuesday, December 9, 2025

**SUBJECT: SLPR-Arendsee Rock Revetment Replacement Project**

**DESCRIPTION: A) Resolution Adopting the Final Mitigated Negative Declaration (MND) for the SLPR-Arendsee Rock Revetment Replacement Project, Adopting the Mitigation Monitoring and Reporting Program, and Directing Filing of the Notice of Determination; and B) Adopt a Resolution Authorizing Issuance of a Non-Appealable Coastal Development Permit to SLPR CA, LLC and Allan W. Arendsee and Lyndsey J. Arendsee as Trustees of the Arendsee Family Trust for the SLPR-Arendsee Rock Revetment Replacement Project**

**EXECUTIVE SUMMARY:**

The District received an application from SLPR CA, LLC and Allan W. Arendsee and Lyndsey J. Arendsee as Trustees of the Arendsee Family Trust (SLPR-Arendsee or Applicant) for the SLPR-Arendsee Rock Revetment Replacement Project (Project). The Project would involve replacement of rock revetment at 407 and 409 First Street on District tidelands in Coronado. The Applicant is proposing to remove existing, deteriorating rock revetment bayward of both residences and replace with new rock revetment materials. The Project also includes off-site disposal of replaced, deteriorating debris. All delivery of construction equipment and debris removal will be performed from a barge in the bay over a 3-month period.

The Project would import approximately 58 cubic yards of ¼ ton rock and approximately 118 cubic yards of 9-inch Minus quarry material, and export approximately 456 cubic yards of existing revetment/subgrade material. As such, the resulting net fill/export results in a net decrease of fill to coastal waters of approximately 280 cubic yards. Since there is no net increase in fill, the District considers this Project a maintenance and replacement-in-kind of the existing rock revetment.

As the Lead Agency under the California Environmental Quality Act (CEQA), the District prepared a Draft Mitigated Negative Declaration (MND) for the Project. The Draft MND was circulated for a 30-day public review period from August 26, 2025 and ended on September 25, 2025. Two comment letters were received on the Draft MND, one from the California Coastal Commission (CCC) and one from California Department of Transportation (CalTrans). Staff determined that these comments did not raise any significant environmental issues not already analyzed in the Draft MND. A Final MND has been prepared that includes the comment letters and responses. None of these changes since the Draft MND was circulated for public review affect the environmental findings. With incorporation of mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP), the Final MND finds that the Project would not result in significant adverse impacts to the environment. The Final MND, which includes the MMRP, has been prepared in accordance with CEQA, the State CEQA Guidelines, and the District's Guidelines for Compliance with CEQA. The Final MND can be located online

on the District's CEQA Documents webpage (<https://www.portofsandiego.org/public-records/port-updates/notices-disclosures/ceqa-documents>).

Pursuant to the District's Coastal Development Permit (CDP) Regulations and the California Coastal Act, the Project requires issuance of a non-appealable CDP. As conditioned, the Project is consistent with the certified Port Master Plan (PMP) and Chapters 3 and 8 of the California Coastal Act.

### **RECOMMENDATION:**

A) Resolution adopting the Final Mitigated Negative Declaration for the SLPR-Arendsee Rock Revetment Replacement Project, adopting the Mitigation Monitoring and Reporting Program, and directing filing of the Notice of Determination; and B) Adopt a resolution authorizing issuance of a Non-Appealable Coastal Development Permit to SLPR CA, LLC and Allan W. Arendsee and Lyndsey J. Arendsee as trustees of the Arendsee Family Trust for the SLPR-Arendsee Rock Revetment Replacement Project.

### **FISCAL IMPACT:**

This agenda item has no fiscal impact.

### **COMPASS STRATEGIC GOALS:**

This agenda item supports the following Strategic Goal(s).

- A Port that the public understands and trusts.
- A Port with a healthy and sustainable bay and its environment.
- A Port that is a safe place to visit, work and play.

### **DISCUSSION:**

#### **Background**

The Project is located bayward, and adjacent to two residences at 407 and 409 First Street. While the two residences are located within the City of Coronado, the Project site itself is situated on Port Tidelands and within the Coastal Zone. As shown on Attachment A, the residences are the sixth and seventh residences southeast of North Island Naval Air Station and also the second and third residences northwest of Bayview Park (the I Avenue street-end) in Coronado. All of the properties along the shoreline in the vicinity of these residences have some form of shoreline protection.

407 First Street was built in 2004, and 409 First Street was built in 2022, but the adjacent, existing rock revetment onsite has deteriorated over decades. The Applicant(s) is proposing an in-kind replacement to the deteriorated revetment bayward of both residences with new revetment materials in substantially the same footprint as the existing.

#### **Project Description**

### *Project Operations*

The existing rock revetment would be replaced in kind and would continue to protect the shoreline at 407 and 409 First Street from coastal erosion caused by wave action, currents, and storm surges. The proposed rock revetment would continue to absorb the energy of the waves and currents, preventing them from directly impacting the shoreline.

### *Site Preparation and Equipment*

Pacific Dredge and Construction (PDC) is the anticipated contractor and would operate out of their facility at 1444 Cesar E. Chavez Parkway in San Diego, northwest of the Coronado Bay Bridge and approximately 1.9 miles by water from the Project site. PDC will load an excavator onto a derrick barge at its facility near the Tenth Avenue Marine Terminal and tow it to the 407 First Street site during high tide. The excavator will be offloaded onto the shoreline, and the derrick barge will then relocate 225 feet offshore to a standby position clear of eelgrass, where it will anchor and connect with a smaller material barge for loading and unloading.

### *Debris Removal and Subgrade Preparation*

The excavator would excavate approximately 456 cubic yards of rock debris and place the debris in stockpiles. The work crew would then prepare the revetment subgrade bayward/shoreline of 409 First Street. During high tide conditions (+2 feet MLLW or higher), the derrick barge would access the shoreline to offload the excavator and remove debris from the 409 First Street. As the tide recedes, the barge would retreat to deeper water to avoid contact with eelgrass, repeating this tidal-based movement for both debris removal and material placement.

A small, temporary construction dam would be fabricated around the interior perimeter of the material barge to prevent any loose debris or silt from entering the Bay. The spill containment dam would be made from sandbags, durable and chemical-resistant filter fabrics, and a K-rail barrier. The work would be performed within the proposed work area, approximately 16 feet to less than 40 feet from the nearshore boundary of the eelgrass. Moreover, the excavator would only be used during low tide so excavation is conducted in the dry land area. This combined with the temporary construction dam would prevent sedimentation from entering the water column and avoid any potential impact to eelgrass.

The material barge has a capacity of approximately 150 cubic yards of debris. To haul the approximate 456 cubic yards of exported debris, will be conducted in three trips. Each trip consisting of approximately 150 cubic yards of debris.

The excavator would remove the existing granite rock revetment at 407 First Street. The rock revetment would be temporarily stockpiled on the prepared subgrade bayward of 409 First Street. The work crew will prepare the revetment subgrade at the 407 First Street site by placing filter fabric, followed by quarry waste delivered via material barge. Then, 9-inch-minus quarry stone will be transported and placed according to the Rock Revetment Rehabilitation Plan.

### *Filter Fabric Placement*

The crew will place filter fabric along the shoreline at 407 First Street and reuse suitable stockpiled revetment from 409 First Street. Unsuitable rock from the toe of the 407 First Street revetment will be loaded onto the material barge for disposal. After transport back to PDC's work yard, debris will be offloaded into dump trucks and hauled to a legal disposal site.

### *Rock Revetment Construction and Demobilization*

The material barge would be loaded with ¼-ton rock and towed to the shoreline loading and unloading zone. The ¼-ton rock revetment would be at the Project site as shown in Attachment B, Existing and Proposed Cross Sections. The Project would import approximately 58 cubic yards of ¼ ton rock and approximately 118 cubic yards of 9-inch Minus quarry material, and an export of approximately 456 cubic yards of existing revetment/subgrade material. As such, the resulting net fill/export results in a net decrease of fill to coastal waters of approximately 149 cubic yards. Since there is no net increase in fill, the District considers this Project a replacement-in-kind of the existing rock revetment.

The Project site would be cleaned up and any excess debris or rock placed on the material barge for disposal off site. The excavator would be placed back on the derrick barge, and the derrick barge would return to PDC's work yard for final cleanup and demobilization.

### *Project Construction*

Construction activities would take approximately three months and would occur during daytime hours between 7:00 a.m. and 7:00 p.m., in a manner consistent with the City of Coronado Noise Ordinance (Section 41.10.040(B) of the Coronado Municipal Code [CMC]). Construction work during nighttime hours (between 7:00 p.m. and 7:00 a.m.) is not proposed. Some lighting may be used overnight at the construction site for security reasons, but this lighting would be low profile for worker safety and temporary lasting only during construction. The project will take place in early 2026 and last approximately three months.

### Mitigated Negative Declaration

A Draft MND for the Project entitled "SLPR-Arendsee Rock Revetment Replacement Project" (UPD #MND-2024-016, SCH No. 2025081124) has been prepared in accordance with CEQA (Public Resources Code Section 2100 et seq.), the State CEQA Guidelines, and the District's CEQA Guidelines. The Draft MND was released for a 30-day public review period that began on August 26, 2025 and ended on September 25, 2025.

Two comment letters were received on the Draft MND, including one from CCC and one from CalTrans. The CCC comment letter discussed issues related to inconsistency with the Coastal Act and determination that a net import of material would be considered an increase in "fill" and not allowed under Chapter 3 of the Coastal Act. The Final MND included an updated set of plans from the Applicant, which show a net decrease in

materials, which addressed the CCC comment. The Caltrans comment letter discussed permits that would be needed if the Project encroached on CalTrans right-of-ways, which it does not. Staff prepared a written response to the comment letter and made corresponding edits to the Final MND, including minor clarifications (shown in strikeout/underlined text) and inclusion of Project Description figures. The additional information contained in the District's responses to comments clarifies and further substantiates the conclusions contained in the Draft MND.

The Draft MND revisions do not amount to a substantial revision under CEQA (CEQA Guidelines Section 15073.5) because they do not amount to new, avoidable significant effects and no mitigation measures or project revisions must be added in order to reduce the effect to insignificance. Additionally, the proposed mitigation measures or project revisions will reduce potential effects to less than significance and new measures or revisions are not required. Copies of the comment letter and staff responses to the comments are provided in the Executive Summary of the Final MND. The Final MND is available online (<https://www.portofsandiego.org/public-records/port-updates/notices-disclosures/ceqa-documents>) and in the Office of the District Clerk.

The Final MND finds that the Project would have no potentially significant adverse impacts to aesthetics, agriculture and forestry resources, air quality, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality land use and planning, mineral resources, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, and wildfire. The Final MND finds that, with incorporation of mitigation measures identified in the MMRP, potentially significant adverse impacts to biological resources and noise would be reduced to less than significant. The MMRP, which has been prepared in accordance with CEQA Guidelines Section 15047(a), identifies the environmental issue area, all mitigation measures, timing and the party responsible for carrying out the mitigation measures, and procedure for documenting the mitigation implementation. The MMRP is included as Attachment A to Attachment C - Draft Coastal Development Permit of this Agenda Sheet. The MMRP is also provided in Chapter V of the Final MND. Compliance with all the mitigation measures included in the Final MND is required as a Special Provision of the CDP for the Project.

The Final MND has been prepared in accordance with CEQA and the CEQA Guidelines. Pursuant to CEQA Guidelines Section 15074, prior to approving the Project, the Board shall: (1) consider the proposed MND together with any comments received during the public review process; (2) adopt the proposed MND only if it finds on the basis of the whole record before it that there is no substantial evidence that the Project will have a significant effect on the environment and that the MND reflects the lead agency's independent judgment and analysis; and (3) adopt a program for reporting on or monitoring the changes which it has either required in the Project or made a condition of approval to avoid or mitigate significant environmental effects.

#### Coastal Development Permit

The Project is in Planning District 6, Coronado Bayfront, which is delineated on Precise Plan Map Figure 17 of the certified PMP. The PMP land use designation within the Project site is Open Bay. The proposed Project involves in-kind revetment repair and replacement

and is consistent with the existing certified water use designation; therefore, the Project conforms to the certified PMP.

The Project constitutes “development” under Section 30106 of the California Coastal Act, as it will involve the removal of existing, deteriorating rock revetment, and replacement with new rock revetment materials, resulting in an overall net decrease in revetment material located within coastal waters. The Project is a non-appealable development pursuant to Section 30715 of the Coastal Act as it does not constitute any of the development listed therein and consists of in-kind revetment repair and replacement and is considered a “non-appealable” category of development. Special conditions are incorporated into the CDP to ensure the Project’s conformance with the Final MND’s MMRP and related District requirements. The Project, as conditioned, is fully consistent with Chapters 3 and 8 of the Coastal Act.

Staff recommends the Board adopt a resolution approving the issuance of the Non-Appealable CDP between the District and SLPR CA, LLC and Allan W. Arendsee and Lyndsey J. Arendsee as Trustees of the Arendsee Family Trust.

### Next Steps

Following Board adoption of the Final MND and MMRP, authorizing issuance of a non - appealable CDP, granting a five year right of entry license agreement, the Applicant will need to obtain other approvals before commencing construction, including Regional Water Quality Control Board certification and U.S. Army Corps of Engineers permit.

### **General Counsel’s Comments:**

A vote on this item is in sequential order. Hence, a vote of “yes” means a vote of yes first on item (A) and then a vote of yes on item (B). A vote of “no” means a vote of no first on item (A) and then a vote of no on item (B). The Office of the General Counsel has reviewed this agenda and attachments to it, as presented to it, and approves the same as to form and legality.

### **Environmental Review:**

The Board actions complete the CEQA process for the Project.

The Project is a non-appealable development pursuant to Section 30715 of the Coastal Act as it does not constitute any of the development listed therein and consists of in-kind revetment repair and replacement and is considered a “non-appealable” category of development. Special conditions are incorporated into the CDP to ensure the Project’s conformance with the Final MND’s MMRP and related District requirements. The Project, as conditioned, is fully consistent with Chapters 3 and 8 of the Coastal Act.

The Board actions comply 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 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 Project is consistent with the Public Trust Doctrine.

**Diversity, Equity, and Inclusion Program:**

This agenda sheet has no direct impact on District workforce or contract reporting at this time.

**PREPARED BY:**

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Attachment(s):  
Attachment A: Project Location Maps  
Attachment B: Conceptual Site Plans and Cross Section(s)  
Attachment C: Draft Coastal Development Permit