



**CEQA and COASTAL DETERMINATIONS
and
NOTICE OF APPROVAL**

Project: Solar Electric System at Pasha Automotive Warehouse 24B in National City
Location: 2500 Terminal Ave, National City, CA, 91950
Parcel No.: 027-003
Project No.: 2023-120
Applicant: Vince Magers, General Manager, Pasha Automotive Services, 1309 Bay Marine Drive, National City, CA, 91950; 619-419-1200
Date Approved: 2/13/2025

PROJECT DESCRIPTION

The proposed project involves installation and implementation of Mitigation Measure Greenhouse Gas Emissions, Climate Change, and Energy Use No. 6 (MM-GHG-6), identified in the August 2016 Final EIR for the National City Marine Terminal Tank Farm Paving and Street Closures Project & Port Master Plan Amendment, which identifies that the Applicant install and operate a renewable energy project. The proposed project would involve the installation of a grid-tied photovoltaic (PV) solar electric system (PV system) mounted to the roof of Warehouse 24B by Pasha Automotive Services (Applicant) in the city of National City, California. Work to specifically complete the proposed project would involve the installation of a tilt up roof mount solar array, approximately 11 roof-mounted string-inverters and approximately 2,574 UL Listed 545W bifacial solar modules. The total projected PV system size is 1,389.96 kWDC covering nearly the entire 400 feet x 480 feet rooftop space of Warehouse 24B. The project would adhere to the required 6 feet parameter pathway for fire access and the code compliant clearances at each of the 196 building skylights. Each solar module has the following approximate dimensions: 107 inches (L) x 45 inches (W) x 1.4 inches (thickness) and weight of 72 lb. There would be 144 solar cells per module to create a total annual power output of approximately 2,298,624 kWh annually. The front of the solar panels would be made of high transmission anti-reflective glass to allow light to reach the solar panels while reducing glare and reflection.

The proposed project would require a utility tie-in at a point of interconnection with the existing electrical infrastructure at the National City Marine Terminal. The existing infrastructure, located approximately 430 feet northwest of building 24B, consists of a 5kv utility electrical service, with a pad mounted transformer and switchgear lineup housing a 5kv disconnect and meter sections. The service feeds an adjacent Pasha-owned pad mounted distribution switchgear lineup. The proposed PV system would connect to a new 1100 kW-AC PV system, which would tie-in to the existing infrastructure by utilizing a supply side tap, in accordance with National Electric Code 705.11(A). To complete the tie-in with existing infrastructure, the proposed project would require approximately 430 feet of trenching to install new conduit and wiring. The affected project area would first be surveyed with ground penetrating radar, then trenching would be achieved through bidirectional boring with potholing as necessary, and would be executed from the point of interconnection, across the parking lot to the point of the new equipment disconnect at building 24B. Any trenching and asphalt disturbed or removed would be patched accordingly. The bidirectional boring and potholing work would take approximately ten (10) days of construction. A safe path of travel will be encased with caution tape along the trenching area, and an alternate route map shall be prepared for cargo deliveries scheduled near the trenching area.

The main egress point for roof access would be centered on the eastern side of the building, using a stationary 25-foot stair tower to access the roof top. The secondary egress point would be on the southeast corner of the building, which would utilize a scissor lift to deliver equipment from the ground level to the roof top. The scissor lift would primarily be used during major delivery weeks during construction, and would be used until all needed equipment had been moved onto the roof.

The staging area for the proposed project would be an approximately 3,600 square feet temporarily fenced in area approximately 150 feet north of the northeast corner of building 24B. A 16-foot-long storage container would be placed within this fenced area for storing wire, tools, connectors, and other project materials and equipment. Additionally, a portable restroom and temporary office container

outfitted with remote office fundamentals would be placed in the staging area to allow for office work to be conducted onsite.

Construction of the proposed project is anticipated to begin in early 2025 and would take approximately five (5) months to complete with ongoing inspection, maintenance, and repairs as needed. Project construction hours would be Monday-Friday between 7:00am-3:30pm, with the exception of the utility tie-in component of the project, which would take approximately one day of work and may occur outside of above-mentioned construction hours. The work crew would include up to approximately 40 people working on-site each day. Anticipated equipment to be used includes scaffolding, a scissor lift, a roof crane, delivery trucks, and hand tools. The anticipated truck delivery trips would include two (2) trucks daily, delivering in the morning (before 12:00pm), for the first week of construction. After the first week, the following three (3) months of construction would include truck deliveries occurring in the morning, with total truck delivery trips for the proposed project being approximately 60 trips. There are no anticipated street closures associated with project construction.

The proposed project requires an exclusive easement agreement (easement) for approximately 194,216 square feet of roof area at Warehouse 24-B located in the City of National City, California between the San Diego Unified Port District and Pasha Automotive Services. The term of the easement shall be concurrent and coterminous with the term of the Applicant's existing Terminal Operator Agreement (TOA), unless sooner terminated, and shall be for a period of one (1) year. The term shall be automatically extended upon successful exercise of each of the three available five-year options to extend the term of the TOA, for a total potential term of sixteen (16) years and (4) months, unless sooner terminated. The easement shall automatically terminate upon expiration or termination of the TOA. The area proposed for use under this easement is proposed to be used for the placement of solar panels, electrical conduit, and related improvements, along with the right of ingress and egress to, from, and along said easement area via practical routes across the adjacent District land.

Additionally, the proposed project would require an agreement between Pasha Automotive Services and Catalyze National City Terminal Avenue Microgrid, LLC for an exclusive sub-easement on, over, across, to, and through a certain portion of the building 24B rooftop, and certain other areas on the TOA property, consisting of approximately 192,000 square feet of space for the installation, operation and maintenance of the PV system on the site.

Finally, the proposed project would require a power purchase agreement between the seller, Catalyze National City Terminal Avenue Microgrid, LLC and the buyer, Pasha Automotive, for all electricity generated and delivered by the PV system so that buyer is able to use such electricity to serve its electrical load at the property.

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.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA DETERMINATION

In accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines, a Final Environmental Impact Report for the National City Marine Terminal Tank Farm Paving and Street Closures Project & Port Master Plan Amendment (NCMT Final EIR) was certified by the Board of Port Commissioners (Board) on September 8, 2016, pursuant to Resolution No. 2016-140 (SCH # 2014121046, Clerk Document No. 65738). The NCMT Final EIR addressed the potential impacts associated with increasing the amount of area used for vehicle storage by Pasha by approximately 17.3 acres, representing approximately 210,818 additional vehicle throughput for the project site annually. As required by CEQA, the impacts associated with the mitigation measures, including Mitigation

Measure Greenhouse Gas Emissions, Climate Change, and Energy Use No. 6 (MM-GHG-6) are addressed in the NCMT Final EIR.

Since adoption and certification of the NCMT Final EIR, project design has advanced to “incorporate renewable energy into the leasehold or other areas within the San Diego Unified Port District [...] to achieve requisite reductions to meet the 2030 and 2040 [GHG] reduction targets” (NCMT Final EIR MMRP-10), in accordance with MM-GHG-6. Construction and operation of the renewable energy project, as well as its impacts, were adequately covered in the NCMT Final EIR. Therefore, it is not a separate “project” for CEQA purposed but is a subsequent discretionary approval related to a previously approved project. (CEQA Guidelines § 15378(c); *Van de Kamps Coalition v. Board of Trustees of Los Angeles Comm. College Dist.* (2012) 206 Cal.App.4th 1036.) Accordingly, the proposed project is merely a step in furtherance of the original project for which environmental review was performed, and no further environmental review is required. Additionally, pursuant to CEQA Guidelines Sections 15162 and 15163, and based on the review of the entire record, including without limitation the NCMT Final EIR, this action does not require further environmental review as: (1) no substantial changes are proposed to the project and no substantial changes have occurred that require major revisions to the previous NCMT Final EIR due to the involvement of new significant environmental effects or an increase in severity of previously identified significant effects; and (2) no new information of substantial importance has come to light that (a) shows the project will have one or more significant effects not discussed in the previous NCMT Final EIR, (b) identifies significant impacts more severe than those analyzed in the previous NCMT Final EIR, (c) shows that mitigation measures or alternatives are now feasible that were identified as infeasible and those mitigation measures or alternatives would reduce significant impacts, or (d) shows mitigation measures or alternatives which are considerably different from those analyzed in the previous NCMT Final EIR would substantially reduce one or more significant effects on the environment. Because none of these factors have been triggered, pursuant to CEQA Guidelines § 15162(b), the District has determined no further analysis or environmental documentation is necessary.

CALIFORNIA COASTAL ACT

PORT MASTER PLAN CONSISTENCY

Planning District: 5 - National City Bayfront (Precise Plan Figure 15)

Land Use Designation: Marine Terminal

The proposed project conforms to the certified Port Master Plan because it would be for the implementation and installation of MM-GHG-6 of the NCMT Final EIR, which would involve a grid-tied PV system mounted to the roof of Warehouse 24B in the NCMT, 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 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, including but not limited to:
- (2) Public and private utilities used to provide electric power, natural gas, sewer, or other utility services;
 - (12) Interior and exterior remodeling of airport facilities, marine terminal facilities, existing marine-oriented industrial structures, and commercial or recreational facilities.

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 because it would be for the implementation and installation of MM-GHG-6 of the NCMT Final EIR, which would involve a grid-tied PV system mounted to the roof of Warehouse 24B in the NCMT, would involve negligible expansion of use beyond that previously existing, and would involve negligible change of 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:
Justin Huitema
Assistant Planner
Development Services

Signature: Justin Huitema
Date: 2/13/2025

Assistant/Deputy General Counsel

Signature: Shiraz Tangri
Date: 2/13/2025