



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

Project: Zucarmex Dry Bulk Facilities Handling and Storage Systems
Location: 1800 Crosby Rd, San Diego, CA 92101
Parcel No.: 020-025
Project No.: 2023-172
Applicant: Luis Betancourt, General Manager/Member, California Sugar Equipment, LLC
7110 Enrico Fermi Place, San Diego, CA 92154; (760) 803-7238
Date Approved: 6/23/2026

PROJECT DESCRIPTION

The Project Applicant, California Sugar Equipment, LLC (referred to herein as "Permittee"), proposes to construct dry bulk storage and handling facilities (collectively, "Project") at 1800 Crosby Road in San Diego.

The Project includes the installation and operation of an approximately 50,000-square-foot dry-bulk warehouse and associated uses (Warehouse) with a solar roof system for storage of raw sugar (Dry Bulk Facility), an annual import of up to 280,000 metric tons (MT) of raw sugar annually, and use of a new portable conveyor system within the dry bulk node (Development Area) of Tenth Avenue Marine Terminal (TAMT). The Project also includes operation of Zero Emission Vehicle (ZEV) Class 8 semi-trucks for the removal of dry bulk from the terminal to the existing processing facility.

Dry Bulk Facility

The Dry Bulk Facility would be developed on an approximately 45,000 square feet (sf) footprint located in the dry bulk node of the TAMT. The Warehouse would be a single-story structure with an open interior and an approximate height of 60 feet (ft). An approximately 500 sf portion of the Warehouse would be dedicated to accessory office use. The Warehouse would include a solar roof system capable of producing 850 kilowatts (kW) for renewable energy and onsite semi-truck electric vehicle (EV) charging. The Project would have four total employee vehicle parking spaces located within the Development Area adjacent to the Warehouse. Additionally, there would be four EV semi-truck staging spaces adjacent to the Warehouse and one truck loading space inside the Warehouse. Public vehicle and pedestrian access is not proposed as part of the Project due to the safety and security of active marine terminal operations. Further, no parking would be located off-site of TAMT in the adjacent Barrio Logan community, and no off-site improvements are proposed as part of the Project.

All improvements would be internal to the TAMT and no tenant identification signage or landscaping is proposed. Lighting would be affixed to the Warehouse for safety and security of marine terminal operations and would be consistent with the existing outdoor ambient lighting of TAMT.

Proposed Throughput and Operations

The Project would include an annual import of up to 280,000 MT of raw sugar cargo from up to eight ocean-going vessels (OGV) containing approximately 35,000 MT each.

The Project would also utilize a new portable hopper and conveyor system with a 99.9 percent control efficiency for particulate matter (Conveyor System) for the unloading of raw sugar cargo from OGV. Additionally, other tenants, which import dry bulk such as bauxite would also utilize the Conveyor System. Specifically, the Conveyor System would bypass the existing conveyor system and bulk discharge unloader and meet. The Conveyor System would initially be powered by portable generators, utilizing two 500kW trailer-mounted diesel generators equipped with Tier 4 engines. Mobile diesel generators would be used until the District completes engineering and installation of a shorepower solution, as which time it is anticipated the shorepower system would be used to power the Conveyor

System. The Conveyor System may also be powered with excess energy produced from the Warehouse solar roof system, if available. The Conveyor System would be elevated up to approximately 28 ft above grade, allowing terminal operations to continue safely beneath it. Retractable parts of the Conveyor System would be stored inside existing buildings on TAMT, and other parts would be stored outside on TAMT, not within a tenant leasehold. Approximately two existing light poles may be removed to accommodate storage for preferred storage location of the Conveyor System.

An electric front-end loader would be used to load Permittee's outbound trucks, with all loading activities conducted inside the Warehouse to achieve approximately 95 percent particulate-matter control. Fine water-mist systems would be installed in critical areas, if necessary, to provide the necessary emissions suppression and further minimize fugitive dust.

The Project would utilize a fleet of ZEV Class 8 semi-trucks for the removal of dry bulk from the terminal to the existing processing facility located in Otay Mesa, approximately 21 miles southeast of the Project Site. Trucks will use the Port of San Diego required truck route, entering/exiting the main TAMT gate on Crosby Road and traveling along Harbor Drive to the entrance/exit to Interstate-5 Freeway south of Civic Center Drive. Approximately two employees would be onsite during project operations at a time with two total shifts per day, for a total of approximately four employees within a 24-hour period.

Construction

Project construction activities would begin with minor excavation for concrete footings and preparation of the building area, requiring minimal earthwork or demolition. Construction activities would involve installation of concrete footings; erection of pre-engineered steel columns and gabled structural framing and enclosure with sheet-metal siding; installation of electrical systems necessary to provide interior lighting and maintenance-level power; and minor trenching to accommodate utility connections. Construction staging areas would be located adjacent to the Development Area within the TAMT. Export material would be disposed at local landfills located outside the coastal zone, which may include Republic Services Sycamore and Otay Landfills in San Diego County, California. Designated materials for recycling would be sent to accepted recycling facilities.

Additionally, although drainage improvements are not anticipated, as a portion of the Development Area is located in Zone A, a Special Flood Hazard Zone, as designated by FEMA, the Project would be designed to ensure that the floor elevation is above the floodplain and meets the structural requirements of FEMA to avoid any damage to persons or structures as a result of a 100-year flood.

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)

CATEGORICAL DETERMINATION

In accordance with the CEQA statutes and guidelines, the Original Project was analyzed in the Final EIR for the TAMT Redevelopment Plan and Demolition and Initial Rail Component Project (UPD #EIR-2015-39; SCH #2015-031046; Clerk Doc. No. 65901), incorporated herein by reference. The "Final Environmental Impact Report for the Tenth Avenue Marine Terminal Redevelopment Plan and Demolition and Initial Rail Component Project," dated December 2016, is on file in the Office of the District Clerk bearing Clerk Document No. 65901 and is available for review at the Port of San Diego, Office of the District Clerk, 3380 N. Harbor Drive, San Diego, CA 92101 or on the Port's websites below:

Tenth Avenue Marine Terminal (TAMT) Redevelopment Plan and Demolition and Initial Rail Component Final Environmental Impact Report

Part1:

<https://pantheonstorage.blob.core.windows.net/ceqa/Tenth-Avenue-Marine-Terminal-Redevelopment-Plan-and-Demolition-and-Initial-Rail-Component-FINAL-EIR-Part-1-Executive-Summary-Errata-and-Revisions-and-Comments-and-Responses.pdf>

Part2:

<https://pantheonstorage.blob.core.windows.net/ceqa/Tenth-Avenue-Marine-Terminal-Redevelopment-Plan-and-Demolition-and-Initial-Rail-Component-FINAL-EIR-Part-2-MMRP-and-Revised-Draft-EIR.pdf>

Part3:

<https://pantheonstorage.blob.core.windows.net/ceqa/Tenth-Avenue-Marine-Terminal-Redevelopment-Plan-and-Demolition-and-Initial-Rail-Component-FINAL-EIR-Part-3-Revised-Technical-Appendices-A-through-I.pdf>

Part4:

https://www.portofsandiego.org/public-records/all?keyword=tamt&topic=&location=&category=93&sort_by=search_api_relevance&sort_order=DESC&page=1

On December 13, 2016, the Board adopted Resolution No. 2016-199 certifying the Final EIR, adopting Findings of Fact and Statement of Overriding Considerations, and adopting the Mitigation Monitoring and Reporting Program (MMRP). The Final EIR included a programmatic analysis of the TAMT Redevelopment Plan's Sustainable Terminal Capacity (STC) Alternative. A Third Addendum to the Final EIR to analyze the Modified Project and found that no factors in CEQA Guidelines Section 15162 where triggered. ,

CEQA Guidelines Section 15162(a) states: When an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
Discussion: As discussed in Section 2 of the Addendum, no substantial changes are proposed to the Original Project that would result in new significant effects or an increase in the severity of previously identified significant effects. As such, major revision to the previous EIR are not required to reflect the proposed Modified Project.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which would require major revisions of the previous EIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects.
Discussion: Although design and construction details associated with implementing the Modified Project now available were not available when the Final EIR was certified, as identified in Section 2 of the Addendum, this change in circumstance does not involve any new significant effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:
 - A. The project would have one or more significant effects not discussed in the previous EIR; or
Discussion: While the design of the Modified Project has occurred since certification of the Final EIR, as discussed in Section 2 of the Addendum, no new significant effects would be associated with the proposed design.
 - B. Significant effects previously examined would be substantially more severe than shown in the previous EIR; or

Discussion: While the design of the Modified Project has occurred since certification of the Final EIR, as discussed in Section 2 of the Addendum, no significant impacts would be substantially more severe than previously analyzed and disclosed in the Final EIR.

- C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

Discussion: While design of the Modified Project has occurred since certification of the Final EIR, as discussed in Section 2 of the Addendum, no mitigation measures or alternatives previously found not to be feasible would in fact be feasible.

- D. Mitigation measures or alternative which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Discussion: As discussed in Section 5.3 of the Addendum, the Modified Project serves to implement portions of Mitigation Measure AQ-4 in accordance with the Final EIR. Therefore, the mitigation measures identified in the Final EIR would be the same and no new mitigation measures or alternatives have been identified that would substantially reduce one or more significant effects on the environment.

Based on these determinations, which are supported by substantial evidence in the administrative record, Staff has reviewed the Modified Project and has determined:

1. The Modified Project is within the scope of the Final EIR;
2. There would not be any new or more severe significant impacts or required mitigation measures not previously identified in the Final EIR and MMRP previously adopted by the Board;
3. None of the conditions described in CEQA Guidelines Section 15162 which would require the preparation of a subsequent EIR have occurred; and
4. Only minor technical changes or additions to the Final EIR are necessary.

As such, pursuant to CEQA Guidelines Section 15164, the analysis for the Modified Project has been appropriately addressed in the Addendum to the Final EIR. If the Board approves the Addendum to the Final EIR, staff would file a Notice of Determination pursuant to CEQA Guidelines Section 15094.

CALIFORNIA COASTAL ACT

PORT MASTER PLAN CONSISTENCY

Planning District: 4 - Tenth Avenue Marine Terminal (Precise Plan Figure 13)

Land Use Designation: Marine Related Industrial

The proposed project conforms to the certified Port Master Plan because it would involve constructing dry bulk storage and handling facilities 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

The Project, is located within the jurisdiction of the San Diego Unified Port District (District) and in California coastal zone. The project constitutes development pursuant to Coastal Act Section 30106 as it would result in a placement or erection of a solid structure). 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 erection and operation of a dry bulk facility on a marine terminal is considered a "non-appealable" category of development. The Project is fully consistent with Chapter 8 of the Coastal Act and the District's certified Port Master Plan.

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:
Juliette Orozco
Principal Planner
Development Services

Assistant/Deputy General Counsel

Signature: 
Date: 6/23/2026

Signature: 
Date: 6/23/2026