



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

Project: Phase Four Electrical Upgrades at Tenth Avenue Marine Terminal by San Diego Unified Port District
Location: Tenth Avenue Marine Terminal, 1800 Crosby Road, San Diego, CA 92101
Parcel No.: Various
Project No.: 2024-062
Applicant: Jesus Puebla, Capital Project Manager, San Diego Unified Port District, 3165 Pacific Highway, San Diego, CA 92101, (619) 686-7280
Date Approved: 2/18/2026

PROJECT DESCRIPTION

The proposed project would be for the Phase Four Electrical Upgrades at Tenth Avenue Marine Terminal (TAMT), which would involve the construction of new electrical infrastructure, including electrical vehicle (EV) chargers and harbor craft shorepower, by the San Diego Unified Port District (District) within TAMT in the city of San Diego, California (as shown in the figure below).



Approximately 24 EV chargers would be installed on the south side of Warehouse C to support cargo handling equipment. New electrical conduits would be trenched around the eastern and southern perimeter of Warehouse C. New electrical infrastructure would extend to the berths at the south end of TAMT, and there would be upgrades to existing aging electrical infrastructure on the south side of the Jankovich leasehold (located east of Warehouse B). In addition, electrical conduits would be trenched to supply shore power to harbor craft berthed on the north end of TAMT. All associated electrical infrastructure, meters, panels, and transformers would be upgraded. The proposed project would also consist of the installation of 12kv distribution equipment, which would include installation of primary power service entrances, metering equipment, a high voltage substation with transformers and distribution switchgear, power vaults and outlets, underground conduit, conductors and other ancillary items to provide a complete and operational system. The proposed project would involve approximately 3,600 linear feet of trenching (three (3) feet wide by five (5) feet deep), and approximately 2000 cubic yards of ground disturbance

Construction Activities:

- Site demolition, excavation, and debris removal including saw cutting of concrete/asphalt
- Removal, hauling and recycling of existing concrete/asphalt and electrical equipment
- Trenching for duct banks, including saw cutting, excavation, backfilling, placing conduit, and replacing existing pavement.
- Installation of new utility holes, manholes, pull boxes, and concrete encased duct banks including associated excavation and backfilling. Dewatering activities would be implemented as required during the installation of manholes.
- Handling, removal, and disposal of potentially hazardous soils and materials per environmental assessments.
- Backfilling and compaction of excavated areas and replacement of asphalt/concrete paving to restore disturbed pavement.
- Installation of various electrical equipment including pad-mounted switches, transformers, and additional electrical substation components.
- Installation of new medium and low-voltage conductors, pad-mounted switch, crane substation, crane power outlets, metered switchboard, dry-type low-voltage transformer, service duct, electrical vehicle chargers for cargo handling equipment (approximately 24), housekeeping pads and fencing with bollards.
- Painting, striping and signage for safety and navigation purposes.
- Installation of 600-amp harbor craft shore power service with three outlets.
- Installation of chain link fences, gates, protective bollards and lighting fixtures at the substation locations.
- Installation of junction boxes, wiring, and other necessary components for underground electrical distribution.
- Work would involve standard construction equipment including excavators, backhoes, dump trucks, skid steers, concrete trucks and pumps, compactors, trenching equipment, forklifts, crane or boom truck, cable-pulling gear, generators, and light towers.

The following Project features shall apply:

- During construction, if testing reveals the presence of hazardous soils, the District/District's contractors would follow the procedures listed in the Burn Ash Management Plan for TAMT. Preparation, implementation, and maintenance of a Construction Best Management Plan as well as a site-specific health and safety plan would be enacted.
- During construction if groundwater is encountered, the District/District's contractors would prepare a dewatering plan, furnish and install, test, and maintain the dewatering system of sufficient scope and capacity. Preparation, implementation, and maintenance of a Construction Best Management Plan as well as a site-specific health and safety plan would be enacted.

The proposed project would take approximately 24 months to complete, and construction is anticipated to begin in approximately early 2026.

All contractors shall 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 Tenth Avenue Marine Terminal Redevelopment Plan and Demolition and Initial Rail Component (TAMT Final EIR) was certified by the Board of Port Commissioners (Board) on December 13, 2016, pursuant to Resolution No. 2016-199 (SCH # 2015-031046, Clerk Document No. 65901). The TAMT Final EIR addressed the long-term redevelopment potential associated with the TAMT Redevelopment Plan, as well as the project-level improvements associated with the Demolition and Initial Rail Component.

Since adoption and certification of the TAMT Final EIR, Electrical Infrastructure Improvement Plan for the marine terminal have been developed that indirectly support implementation of mitigation measures MM-AQ-3, MM-AQ-8, MM-GHG-1, MM-GHG-4 and MM-GHG-8. The Phase IV project directly supports implementation of MM-AQ-6, MM-GHG-2 and MM-GHG-3. The proposed project has been evaluated and found to be within the scope of the Final EIR. The proposed project supports the existing allowed land uses (Marine Terminal, Marine Related Industrial), will not change the planned density or intensity of building development, is within the geographic boundaries of the Final EIR analysis and implements infrastructure upgrades in support and fulfillment of the mitigation measures listed above.

Therefore, the Phase IV project 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 TAMT 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 TAMT 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 TAMT Final EIR, (b) identifies significant impacts more severe than those analyzed in the previous TAMT 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 TAMT 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: 4 - Tenth Avenue Marine Terminal (Precise Plan Figure 13)

Land Use Designations: Marine Terminal and Marine Related Industrial

The proposed project conforms to the certified Port Master Plan because it would involve the construction of new electrical infrastructure, including EV chargers and harbor craft shore power in an existing marine terminal consistent with the existing certified Land Use designations. 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

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 involve construction of new electrical infrastructure, including EV chargers and harbor craft shore power in an existing marine terminal that 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: 2/18/2026

Assistant/Deputy General Counsel

Signature: Shiraz Tangri
Date: 2/18/2026