



**CEQA and COASTAL DETERMINATIONS
and
NOTICE of APPROVAL**

Project: National City Marine Terminal Berths 24-3 and 24-4 Rehabilitation and Improvements
Location: Container Terminal subarea of the National City Bayfront, National City, California, 91950
Parcel No.: 027-047, 027-003, 026-022
Project No.: 2026-037
Applicant: Damon Braden, Capital Project Manager, San Diego Unified Port District, 3165 Pacific Highway, San Diego, CA 92101; 619-821-7305
Date Approved: 4/1/2026

PROJECT DESCRIPTION

The proposed project would involve structural repairs of Berths 24-3 and 24-4, the installation of shore power at Berth 24-4, replacement of lighting in the interior of Warehouse 24A, and pavement improvements at National City Marine Terminal by the San Diego Unified Port District (District) in National City, California. The structural repairs would allow Berths 24-3 and 24-4 to maintain operational integrity and extend service life, including: improvements to the stormwater system, utilities, piles, deck, and fender system and expansion joints, as described more below. Work to specifically complete the proposed project would involve:

- Stormwater System Improvements
 - Trench Drains and Collection Systems: The existing stormwater system at Berths 24-3 and 24-4 would be upgraded with a network of trench drains and inlets strategically placed along the wharf deck. These drains would capture runoff from rain and operational activities, channeling water to a centralized stormwater collection system.
 - Biofiltration and Water Quality Treatment: The project would incorporate biofiltration systems to treat stormwater runoff before it is discharged into San Diego Bay. Biofiltration cells would be installed in landscaped areas near the terminal to filter pollutants such as oils, sediments, and heavy metals.
 - All stormwater improvements would be designed to meet the 85th percentile storm event standard, ensuring that the system captures and treats the majority of runoff from rainfall. No new outfalls are proposed.
- Utility Improvements: To ensure the longevity and safety of the terminal's operations, the project would involve the removal and replacement of aging and deteriorated utilities located beneath and around Berths 24-3 and 24-4.
 - Utility Removal: Existing utilities, including water lines, electrical conduits, and storm drains, would be carefully removed where they conflict with the planned structural repairs. These utilities would be temporarily rerouted or protected during construction to avoid disrupting terminal operations.
 - Water Supply and Fire Suppression: New water lines would be installed to replace aging infrastructure, ensuring that adequate water supply is available for terminal operations and fire suppression.
 - Communication Lines: Any existing telecommunications and data lines would be upgraded or replaced to ensure uninterrupted communication between terminal operations and vessels at berth.
- Pile Improvements: The project would involve the repair of 18-inch diameter octagonal precast concrete piles that support the wharf structure at Berths 24-3 and 24-4. The piles would be repaired using two types of jackets:
 - Structural Jackets: 36-inch diameter steel-reinforced grout jackets would be used for piles with significant structural damage.
 - Durability Jackets: 22-inch diameter non-reinforced grout jackets would be applied to piles with minor defects to slow further deterioration.
- Deck Rehabilitation at Berths 24-3 and 24-4:

- The existing ballast deck system, which consists of a cast-in-place concrete slab topped with asphalt and sand ballast, would be removed and replaced. A new cast-in-place concrete deck would be installed, utilizing the existing piles for support.
- The original concrete soffit would remain in place and would serve as formwork for the new deck surface. Expanded polystyrene foam would replace the existing sand ballast to minimize the increase in seismic mass.
- Fender System and Expansion Joints: The project would include the replacement or refurbishment of the fender systems at Berths 24-3 and 24-4 to accommodate the mooring and berthing needs of roll-on/roll-off (RORO) vessels.
 - New expansion joints would be installed to separate the newly constructed portions of the berths from the adjacent structures.
- Shore Power System at Berth 24-4 and San Diego Gas & Electric Company Service Substation: The project involves the installation of a Shore Power Outlet (SPO) at Berth 24-4, along with a new San Diego Gas & Electric Company (SDG&E) 12kV service connection at the terminal's entry gate.
 - The SPO at Berth 24-4 would enable RORO vessels to plug into the electrical grid while docked, allowing them to shut down their onboard diesel generators, thus reducing emissions from vessels at berth. The project would also involve the necessary utility trenching and electrical infrastructure to connect the SPO to the new 12kV service provided by SDG&E at the entry gate of the terminal.
 - Shore Power Outlet Installation at Berth 24-4: The SPO would be positioned approximately 750 feet south of the northwest corner of the terminal at Berth 24-4.
 - The SPO would be placed in a below grade vault with weatherproof access covers. This vault would house the shore power connection equipment, including an outlet box for ship connection. The SPO would be designed to handle 6.6kV or 11kV power, with electrical transformers stepping down from 12kV service to the required voltage for ship operations. The shore power system would adhere to international standards (IEEE/IEC 800051), ensuring compatibility with vessels from various regions.
 - The new SDG&E 12kV service connection would be installed near the entry gate of the terminal. SDG&E's overhead lines would enter the site on Bay Marina Drive and transition underground at the terminal entrance.
 - The 12kV service would be routed to a new primary switchgear, which would step down the voltage from 12kV to 6.6kV via transformers located at the SPO substation near Berth 24-4. The electrical connection would involve utility trenching from the SDG&E service point to the SPO substation, including installation approximately 10,500 feet of below grade concrete encased duct banks and manholes for cable management. The District would be responsible for trenching, while SDG&E would provide and install the necessary equipment, including supply cables and sectionalizing switches.
 - A substation would be installed near Berth 24-4 to provide power to the SPO. This substation would include the necessary transformers, grounding systems, and switchgear to step down the 12kV power to 6.6kV or 11kV. The substation would be located on a concrete pad, protected by steel bollards, and designed with deadfront equipment for enhanced safety. The transformers would be high impedance grounded to prevent electrical hazards.
 - Utility Trenching: A trench would be excavated from the terminal entry gate to the substation location near Berth 24-4 to accommodate the new SDG&E 12kV service. The trench would be approximately 3 feet deep and 2 feet wide, lined with PVC conduits, and encased in nonreinforced concrete slurry, as per SDG&E standards. Steel traffic plates would be placed over any open trenches during construction to allow for continuous terminal operations.
 - The substation and SPO vaults would require reinforced concrete foundations. The SPO vault would be installed flush with the wharf deck, with access covers to protect the outlet and allow for easy cable connections.

- Lighting Upgrades: The project would involve replacing the lighting in the interior of Warehouse 24A to reduce electrical consumption.
 - Lighting inside of Warehouse 24A currently consists of old lighting fixtures designed for fluorescent tubes; these lights would be replaced with light emitting diode (LED) bulbs and smart fixtures. The upgrades to the lighting fixtures in Warehouse 24A would enhance terminal operations by eliminating the need for near constant bulb replacement and improving the quality and brightness of light in the Warehouse.
 - The new LED technology would reduce energy consumption and maintenance time. The proposed lighting upgrade would be consistent with Occupational Safety and Health Administration (OSHA) regulations to provide a safe working environment.
- Pavement Improvements to Utilize Logistics Software
 - The project would involve asphalt sealing and restriping of the terminal to facilitate the use of INFORM, a logistics software that would optimize the efficiency of cargo movement in the terminal. The use of INFORM requires that the driving aisles and parking spaces within the terminal be sealed and striped. The seal coating would cover approximately 2 million square feet of terminal and would allow for restriping to maximize terminal layout. The work would be completed in phases to ensure minimal cargo disruption during the installation process. These asphalt improvements would also reduce maintenance needs by extending the life of the existing asphalt by 10 years.

Construction of this project would be phased to ensure minimal cargo disruption during the installation process. This project would involve no replacement or addition of pilings, additional fill, or additional shading. Pile jacketing work would occur during low-tide conditions to avoid and/or minimize potential localized turbidity. This project would utilize a laydown area located adjacent to (i.e., landside of) Berths 24-3 and 24-4 for construction staging. Construction of the proposed project is anticipated to occur in Fall 2026 and would take approximately 18 months to complete. 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)

CATEGORICAL DETERMINATION

Categorical Exemptions: CEQA Guidelines Section 15301 (Class 1)/District Guidelines for Compliance with CEQA Section 3.a: Existing Facilities; CEQA Guidelines Section 15302 (Class 2)/District Guidelines for Compliance with CEQA Section 3.b: Replacement or Reconstruction; CEQA Guidelines Section 15303 (Class 3)/District Guidelines for Compliance with CEQA Section 3.c: New Construction or Conversion of Small Structures and CEQA Guidelines Section 15304 (Class 4)/District Guidelines for Compliance with CEQA Section 3.d: Minor Alterations to Land

- 3.a. Existing Facilities: Includes 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:
- (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; AND/OR
 - (7) Existing facilities used to provide electric power, natural gas, or other public utility service.

AND/OR

- 3.b. Replacement or Reconstruction: Includes replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site and will have substantially

the same purpose and capacity as the structure being replaced. This exemption includes, but is not limited to:

- (2) Replacement or reconstruction of marine terminal facilities, and marine-oriented commercial, industrial, and public and commercial recreational facilities, including buildings, piers, piles, wharves, marine ways; railroads; airport facilities, runways, taxiways, aprons, and ancillary structures to those facilities; electrical and mechanical systems and equipment; where the new structure will be on essentially the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced;

AND/OR

3.c. New Construction or Conversion of Small Structures: 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:

- (3) Water, sewer, electrical, gas, telephone, and other utility structures or facilities.

AND/OR

3.d. Minor Alterations to Land: Includes minor alterations in the condition of land, water and/or vegetation not involving removal of mature, scenic trees, including, but not limited to:

- (7) Minor trenching and backfilling where the surface is restored.

The proposed project is determined to be Categorical Exempt pursuant to the CEQA Guidelines and the Section(s) of the District's *Guidelines for Compliance with CEQA* as identified above because it would involve negligible expansion of use beyond that previously existing, would not result in a significant cumulative impact due to the continuation of the existing use, would consist of the replacement of an existing structure, would be located on the same site as the structure replaced, would have substantially the same purpose and capacity, would consist of installation of small new equipment and facilities in small structures, would result in no permanent effects on the environment, and would not involve the removal of mature, scenic trees.

The District has determined none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

Pursuant to CEQA Guidelines Section 15062, a 35-day statute of limitations for this CEQA exemption shall apply from the date a Notice of Exemption is posted with the San Diego County Clerk, or a 180-day statute of limitations for this CEQA exemption shall apply if no Notice of Exemption is filed.

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 involve structural repairs of Berths 24-3 and 24-4, the installation of shore power at Berth 24-4, replacement of lighting in the interior of Warehouse 24A, and pavement improvements 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; Section 8.b: Replacement or Reconstruction; Section 8.c: New Construction or Conversion of Small Structures; and Section 8.d: Minor Alterations to Land

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

AND/OR

8.b. Replacement or Reconstruction: Replacement or reconstruction of existing structures and facilities where the new structure will be located essentially on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

- (3) Replacement, stabilization, or reconstruction of mooring facilities, floats, piers, bulkhead, revetment, shoreline protection, 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;

AND/OR

8.d. Minor Alterations to Land: Minor public or private alterations in the condition of land, water, and/or vegetation which do not involve the removal of mature, scenic trees, including but not limited to:

- (6) Minor trenching or backfilling where the surface is restored.

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 negligible expansion of use beyond that previously existing, would be located essentially on the same site as the structure replaced and would have substantially the same purpose and capacity as the structure replaced, would involve negligible change of existing use of the property, and would not involve the removal of mature, scenic trees.

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
Planner I
Development Services

Signature: Justin Huitema
Date: 4/1/2026

Assistant/Deputy General Counsel

Signature: Rebecca Harrington
Date: 4/1/2026