



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

Project: Geotechnical Borings by San Diego Unified Port District for Tenth Avenue Marine Terminal Redevelopment at Tenth Avenue Marine Terminal  
Location: 1800 Crosby Road, San Diego, CA 92101  
Parcel No.: Various  
Project No.: 2026-062  
Applicant: Damon Braden, Capital Project Engineer, San Diego Unified Port District, 3165 Pacific Highway, San Diego, CA 92101; 619-821-7305  
Date Approved: 5/14/2026

**PROJECT DESCRIPTION**

The proposed project would involve drilling, logging and sampling of geotechnical borings and cone penetration tests (CPT) by the San Diego Unified Port District (District) in the city of San Diego, California. The purpose of the proposed project is to perform tests and exploratory borings in support of the proposed future redevelopment of Tenth Avenue Marine Terminal (TAMT).

Work to specifically complete the proposed project would involve drilling approximately five (5) mud rotary borings to a depth between 60-150 feet below ground surface with a 3–8-inch diameter, approximately ten (10) hollow stem auger borings to a depth between 10-30 feet below ground surface with an 8 inch diameter, and approximately 25 CPT throughout TAMT at a depth between 60-150 feet below ground surface with a 3 inch diameter. Soil cuttings and drilling mud generated during the work would be temporarily stored in 55-gallon drums for future sampling, screening and disposal, with drums being stored for approximately 60 days at a staging area at the Harborside delivery waiting area on the east end of TAMT. The boring samples would be transported to laboratories for analysis and testing offsite. The boring holes would be backfilled with cement-bentonite grout and patched at ground surface to match existing site conditions.

At select boring locations, drilling duration would extend multiple days and steel plates would be used to cover the boring holes in between work. Overnight equipment would be staged temporarily at each boring location where it wouldn't interfere with facility operations. Construction of the proposed project is anticipated to occur in mid-2026 and take approximately 30 days to complete geotechnical work, with drums being stored up to approximately 60 days at the staging area. Equipment to complete the proposed project would include a truck-mounted, hollow stem auger drill rig with mud rotary capabilities, CPT truck, support vehicles and associated geotechnical equipment.

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)**

***CATEGORICAL DETERMINATION***

Categorical Exemption: CEQA Guidelines Section 15306 (Class 6)/District Guidelines for Compliance with CEQA Section 3.f: Information Collection

- 3.f. Information Collection: Includes basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be for information gathering purposes, or as part of a study leading to an action which has not yet been approved, adopted or funded.

The proposed project is determined to be Categorically Exempt pursuant to the CEQA Guidelines and the Section of the District's *Guidelines for Compliance with CEQA* as identified above because it would be for the purpose of basic data collection, research and resource evaluation activities which would not result in a serious or major disturbance to an environmental resource. 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: 4 - Tenth Avenue Marine Terminal (Precise Plan Figure 13)

Land Use Designation: Marine Terminal and Marine Related

The proposed project conforms to the certified Port Master Plan because it would involve geotechnical borings 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 Exclusion: Section 8.e: Information Collection

8.e. Information Collection: Basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major significant disturbance to an environmental resource.

The proposed project is determined to be Categorically Excluded pursuant to the Section of the District's *Coastal Development Permit Regulations* as identified above because it would not result in a serious or major significant disturbance to an environmental resource.

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: 5/14/2026

Assistant/Deputy General Counsel

Signature: Shiraz Tangri  
Date: 5/14/2026