



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

Project: Phase Five and Six Electrical Upgrades and Electric Vehicle Support Equipment by San Diego Unified Port District at Tenth Avenue Marine Terminal  
Location: Tenth Avenue Marine Terminal, 1800 Crosby Road, San Diego, CA 92101  
Parcel No.: Various  
Project No.: 2026-066  
Applicant: Abraham Pineda, Capital Project Manager, San Diego Unified Port District, 3165 Pacific Highway, San Diego, CA 92101, (619) 725-6058  
Date Approved: 6/8/2026

**PROJECT DESCRIPTION**

The proposed project would be for the Phase Five and Six Electrical Upgrades and Electric Vehicle Support Equipment at Tenth Avenue Marine Terminal (TAMT), which would involve the construction of new electrical infrastructure, including electrical vehicle (EV) chargers for electrical equipment, by the San Diego Unified Port District (District) within TAMT in the city of San Diego, California. The new infrastructure would generally follow the existing electrical infrastructure alignment, providing increased reliability and maintainability for terminal operations. Work to specifically complete the proposed project is as follows:

- Removing and replacing aging 12kV cabling, switches and ancillary equipment. Medium-voltage 12kV loop cabling would be replaced with 500kcmil conductors (15 kV);
- Upgrading the existing 12kV distribution system cabling, routing and ancillary equipment from the southwest end of TAMT adjacent to Berth 10-6 to the north end of TAMT adjacent to the intersection of Switzer and Harbor Drive;
- New pad-mounted switches;
- Approximately one (1) EV charging substation would be installed on the southeast side of Warehouse C. Associated electrical infrastructure, such as switchboards, panelboards, transformers and auxiliary transformers would be installed for the new substation;
- Approximately six (6) EV battery charging stations would be installed on the southeast side of Warehouse C and near the end of the Bulk Loader at Berth 10-8;
- Installation of various electrical equipment including pad-mounted switches, transformers, medium and low voltage conductors in new and existing conduit, EV charging equipment and additional electrical substation components;
- Installation of junction boxes, wiring, and other necessary components for underground electrical distribution;
- Installing cast-in-place concrete pads for substations, switchboards, EV charging equipment, all other equipment pads, and guard posts;
- Installation of chain link fences, gates, protective bollards and lighting fixtures at the substation locations; and
- Painting, striping and signage for safety and navigation purposes.

The Phase Five electrical upgrades would begin with switch SW-3 to be installed adjacent to berth 10-6, with cabling running north along berths 10-6, 10-5, 10-4 to 10-3, then east along berth 10-2 where switch SW-4 would be installed. Shore power at 10-2 would be disconnected from the existing 12kV line and reconnected to the new 12kV line. The Phase Six electrical upgrades would complete the 12kV main distribution loop cable upgrades by extending new ductbank and cabling east. A new pad-mounted switch SW-5 would be installed near Berth 10-1.

The proposed project would also include the installation of new ductbank, cabling, manholes (6' L x 6' W x 7' deep), handholes, 12kv distribution equipment and other ancillary items to provide a complete and operational system. The proposed project would involve approximately 7,000 feet of trenching at a depth of approximately 3 feet and approximately 13,000 cubic feet of concrete encasement for the ductbank and conduit system.

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, placing conduit, backfilling, 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; and
- 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 and
- Prior to construction, the District/District's contractors would prepare a dewatering plan, furnish and install, test, operate, monitor and maintain the dewatering system of sufficient scope and capacity.

The proposed project would take approximately 10 months to complete, and construction is anticipated to begin in approximately late 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 plans 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-2, and MM-GHG-8. The Phase Five and Six project directly supports implementation of MM-AQ-6, MM-GHG-3 and MM-GHG-4. 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 Five and Six 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.

All contractors shall comply with the applicable mitigation measures of the TAMTEIR. Those applicable mitigation measures (MM) are as follows: MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-7, MM-CUL-1, MM-GHG-1, MM-GHG-2, MM-GHG-7, MM-HAZ-1, MM-HAZ-2, MM-NOI-3, MM-TRA-5, MM-C-UTIL-1.

**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 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  
Planner I  
Development Services

Signature: Justin Huitema  
Date: 6/8/2026

Assistant/Deputy General Counsel

Signature: Shiraz Tangri  
Date: 6/8/2026