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San Diego Unified Port District
3165 Pacific Highway San Diego, California 92101
(619) 686-6254

NOTICE OF PREPARATION
of a
DRAFT ENVIRONMENTAL IMPACT REPORT
and
NOTICE of PUBLIC SCOPING MEETING

PROJECT TITLE: Tidelands Avenue Electric Truck Hub (UPD #EIR-2025-055) (Project)

APPLICANT: Skychargers LLC

LOCATION: 1640 Tidelands Avenue, National City, California

REFERENCE: California Code of Regulations, Title 14, Sections 15082(a), 15103, 15375

The San Diego Unified Port District (District) will be the Lead Agency in preparing an Environmental Impact Report (EIR) for the Tidelands Avenue Electric Truck Hub (proposed project or project). The District is soliciting input and feedback from various agencies, stakeholders, and the public pertaining to the scope and content of the environmental information that will be included in the EIR. For certain agencies, this may be germane to statutory responsibilities in connection with the proposed project. A responsible agency may need to use the proposed project's EIR when considering issuance of permits or other approvals for the project. The project description, location, and possible environmental effects of the proposed project are contained in the attached materials.

This Notice of Preparation (NOP) is available for a minimum 30-day public review period. Due to the time limits mandated by state law, your comments must be sent at the earliest possible date but no later than 30 days after receiving this notice. Comments regarding environmental concerns will be accepted until 5:00 p.m. on Monday, July 21, 2025 and should be mailed to: San Diego Unified Port District, Planning Department, Attn: Peter Eichar, P.O. Box 120488, San Diego, California 92112-0488 or emailed to: peichar@portofsandieqo.org.

Two public scoping meetings will be held to solicit comments on the scope of the proposed EIR. The first meeting will be held in-person at 6:00 pm on Tuesday, June 24, 2025, in the community room at the National City Public Library. The second meeting will be a virtual public scoping meeting held at 6:00 pm on Wednesday, June 25, 2025. Virtual scoping meeting attendees can join the virtual scoping meeting by clicking here.

For questions on this Notice of Preparation, please contact Peter Eichar, Program Manager, Climate and Sustainability Department at (619) 686.6284.

Signature

6/17/2025
Date

Issuance Date: June 18, 2025

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San Diego Unified Port District
3165 Pacific Highway San Diego, California 92101
(619) 686-6254

NOTICE OF PREPARATION
of a
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
for the
TIDELANDS AVENUE ELECTRIC TRUCK HUB PROJECT
(UPD #EIR-2025-055)

Publication of this Notice of Preparation (NOP) initiates the San Diego Unified Port District's (District's) compliance with the California Environmental Quality Act (CEQA) for the Tidelands Avenue Electric Truck Hub Project (Project). The NOP is the first step in the Environmental Impact Report (EIR) process and will, in most cases, establish the baseline for the environmental setting. It describes the proposed project and is distributed to responsible agencies, trustee agencies, cooperating federal agencies, and the general public. The District is the CEQA Lead Agency and the Project Applicant/Proponent is Skychargers LLC (Applicant). As CEQA Lead Agency for the project, the District is the public agency that would consider approval of real estate agreements and entitlements required for the project.

The NOP provides information describing the project, its location, and its probable environmental effects to those who may wish to comment regarding the scope and content of the information to be included in the Draft EIR. As stated in CEQA Guidelines Section 15375, the purpose of the NOP is "to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR." The District encourages responsible and trustee agencies, Governor's Office of Land Use and Climate Innovation (LCI), interested parties, and the general public to provide this information to the District, so that the District can ensure that the Draft EIR meets the needs of those agencies. Pursuant to Guidelines Section 15063(a), the District has also prepared an Initial Study for the project, which is attached to this NOP.

PROJECT TITLE: Tidelands Avenue Electric Truck Hub Project (UPD EIR#-2025-055)

PROJECT LOCATION: The project site includes approximately 4.8 acres of area within approximately an 8.2-acre parcel (Assessor's Parcel Number: 7600445100) located at 1640 Tidelands Avenue in the city of National City in San Diego County, California (CA). National City is approximately 5 miles south of downtown San Diego, along San Diego Bay, and approximately 10 miles north of the U.S.-Mexico border. National City is bordered by the City of San Diego to the north and east, the City of Chula Vista to the south, the unincorporated areas of Lincoln Acres and Bonita to the south and southeast, and San Diego Bay to the west.

The site is immediately south of the District's Port Operations Center building located at 1400 Tidelands Ave, National City, CA. The site is bound on the east by Tidelands Ave., on the south by W 19th St. and on the west by United States Department of the Navy (U.S. Navy) U.S. Naval Base San Diego, one access gate to which is provided at the west end of W 19th Street (see Figure 1, Project Location).

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PROJECT APPLICANT: Skychargers LLC

EXISTING CONDITIONS: The site falls within the National City Bayfront: Planning District 5 of the Port Master Plan (PMP), subarea Northern Industrial, and is zoned for Industrial, Maritime Related. Permitted uses include manufacturing, storage, transportation facilities, and distribution. The project is subject to a non-appealable Coastal Development Permit (CDP) from the District. The site is not part of the Port Master Plan Update (PMPU).

The project site is currently developed with pavement used for parking as an overflow roll-on/roll-off (RoRo) yard and chassis storage facility (parking) by Pasha Automotive Services. There are no structures on site. The site is primarily paved with asphalt with some landscape trees along the eastern border of the site.

The land uses surrounding the project site include commercial, industrial, and military. BNSF Railway (BNSF) railroad tracks cross a portion of the site just before W. 19th St. The site is located less than 800 feet east of the Pacific Ocean within the boundary of the Coastal Zone on filled tidelands held in trust by the District.

PROJECT DESCRIPTION SUMMARY: The proposed project would consist of the following: (1) Zero Emissions (ZE) Truck Charging, (2) Photovoltaic Canopy, (3) Battery Energy Storage System (BESS), (4) Convenience Store, and (5) infrastructure improvements associated with roads and utilities (Figure 2, Proposed Site Plan). The following describes the project components in more detail.

Electric Truck Charging: The proposed project includes the construction of 70 electric truck charging ports. All 70 charging ports would be able to charge trucks simultaneously. The site would contain 38 EV charging positions for trucks with trailers and 32 electric truck charging positions for truck cabs only. Of the 38 charging positions for trucks with trailers, 26 would be “pull-through” types of positions, meaning no reversing would be necessary. The other 12 charging positions for trucks with trailers would require reversing into. Of the 32 electric truck charging positions for truck cabs only, 10 would be pull-through type positions, the other 22 would be standard spaces (typically head-in parking, or back-in depending on the charge port location of the truck). The majority (46) of the positions would be equipped with 150kW-capable chargers intended for overnight charging. All other positions (24) would be equipped with 350 kW chargers, for faster charging.

Up to 30 trucks are anticipated to use the site during the initial operating year as part of the Truck as a Service program. An additional 16 trucks may be added to the program over the next 3 years to 5 years. Additionally, ZE truck charging infrastructure would be available onsite to support municipal fleets, local businesses with truck fleets, as well as passenger vehicles dependent on available capacity. Truck as a Service participating operators may have assigned dedicated parking stalls/charge ports, and trucks serving one of the two marine cargo terminals would have priority over all other vehicles for the opportunity charging stalls. The site would be equipped with gates that may be used for access control as needed to enforce the priority of use.

Photovoltaics Canopies: Solar photovoltaic (PV) canopies would cover (46) of the truck charging positions and would convert sunlight into electricity. DC Nameplate system size is expected to be approximately 1,750 kW.

Battery Energy Storage System: The BESS is anticipated to have an up to 2.8-MW capacity and could store up to 6.8-MWh in a containerized storage system. The containers are expected to include a battery, power and battery management system, and a power conditioning system for conversion of AC to DC. Integrated fire detection and mitigation systems will be supplemented with external, specialized fire detection cameras, and other response measures as recommended in our Hazard Mitigation Plan.

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Convenience Store: The site would also feature a maximum 5,000 square foot space for a convenience store with restrooms, shower facilities with access control, and a picnic area.

Infrastructure Improvements*: Access.* Vehicular access to the project site would continue to be off Tidelands Ave. Specifically, an ingress would be available at the northern portion of the site, and an egress would be located near the southern portion of the site. A new entrance would be created on the southern end of the parcel for continued operations by Pasha Automotive Group (Pasha), near the intersection of Tidelands Ave. and W 19th St.

Electricity. San Diego Gas and Electric (SDG&E) would provide electrical service for the proposed project. Electricity would be extended to the project site from existing local distribution systems in the region. The existing east–west SDG&E electrical transmission easement on the project site would not be altered as part of the proposed project. New electric facilities would be installed on the project site in joint utility trenches that would be located in public ROWs, as required by National City. In conjunction with electricity, internet facilities would be installed in the joint utility trenches.

Water and Sewer. The proposed project would receive water from the Sweetwater Authority. The proposed project would receive sewer service from National City.

Storm Drainage. A portion of the site would be landscaped or used as a stormwater retention basin and approximately 0.15 acres of the site would be green space. The proposed project would generally maintain existing drainage patterns. Site drainage would be directed on site via overland flow, surface swales, curbs and gutters, and the private storm drain system. The on-site storm drains would collect runoff and convey it to proposed proprietary biofiltration units for treatment prior to discharging into the on-site creek green space(s), prior to reaching San Diego Bay.

Lighting. Area lighting would follow industry-accepted lighting practices and lighting levels. Security lighting would also be installed throughout the site and directed internally to the site.

Security. A video surveillance system would be provided with the primary objective of deterring theft, damage to, or vandalism of electric truck charging equipment and associated infrastructure. In addition, the facility would be entirely fenced including fencing along the westward (Navy) property line.

Landscaping. Currently, the site contains asphalt and limited landscape trees primarily planted along Tidelands Ave. To the minimum extent feasible, several trees (2 or 3) may be removed to accommodate a new driveway. The project's landscaping proposes grass and ground cover across the 0.15-acre green space.

Project Construction: Construction would consist of site preparation that includes repair or re-surfacing of approximately 4 acres of existing asphalt; the rest of the existing asphalt would be retained. All retained asphalt would remain in place during construction and would be improved with pre-cast or cast-in-place concrete foundations for the charging ports, parking areas for the charging infrastructure and related facilities for the project.

After site preparation, construction would consist of installation of chargers; installation of photovoltaic canopies; installation of the BESS; construction of the convenience store including restrooms; and infrastructure improvements including utility routing, storm drainage and landscaping.

The existing site would be sufficient for use as a laydown yard for construction activities. Limited off-site improvements are anticipated to be associated with this project, consisting of providing new access off W 19th Street to the remainder of the parcel for continued use by Pasha for overflow RoRo activities. Construction worker parking would be accommodated on-site. Construction is expected to take approximately 9 months, beginning in Q2 of 2026 and would be complete by Q1 of 2027.

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Project Operations: Operation of the project would consist of charging up to 70 electric trucks simultaneously. Of the 70 charging positions 46 would be intended as overnight and would be reserved in advance or dedicated to specific (leased) electric trucks to ensure drayage charging needs are met. The primary use of the facility is for electric drayage and terminal bound/originated electric trucks. As an accessory or secondary use of the facility, based on availability, the remaining charging positions may be used for charging all electric vehicles, including heavy and medium duty trucks not serving one of the cargo terminals, passenger vehicles, and municipal/government fleet vehicles.

The photovoltaic canopies would generate electricity directed to the chargers and the BESS during the day. During overnight and peak utility hours, the BESS would release electricity to the chargers. The proposed convenience store and associated restrooms / showers would provide convenience for the drivers, and four (4) standard parking spaces would be available adjacent to the store for employee and site maintenance passenger vehicles including ADA compliant spaces.

Ongoing operation and maintenance of the drayage ZE truck stop would include inspection and maintenance of the chargers, photovoltaics, BESS, and all associated safety equipment as well as stocking the convenience store, maintenance and cleaning of the convenience store and restrooms, and attendance to landscaping and stormwater facilities. Skychargers would construct the project and complete ongoing maintenance and operation under a long-term lease from the District.

PROBABLE ENVIRONMENTAL EFFECTS AND PROPOSED SCOPE OF THE EIR: The Draft EIR will analyze and disclose the direct and indirect potentially significant impacts that would result from construction and operation of the project under Existing Plus Project and Cumulative conditions (Guidelines §§15126.2, 15130), in addition to other analysis scenarios that may be appropriate for the Draft EIR. Where significant impacts are identified, the Draft EIR will describe potentially feasible mitigation measures that could minimize significant adverse impacts (Guidelines §15126.4). Based on the Initial Study prepared for the project (attached), the Draft EIR will evaluate the following potential project-related and cumulative environmental effects of the proposed project, including: Air Quality, Energy, Hazards and Hazardous Materials, Hydrology and Water Quality, and Transportation.

The Draft EIR will evaluate cumulative impacts of the project, including the effects of other past, present, and reasonably foreseeable projects in the vicinity (Guidelines §15130). The Draft EIR will also identify and examine a range of reasonable alternatives to the project, including, but not limited to, a No Project Alternative (Guidelines §15126.6).

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NOTICE OF PREPARATION COMMENTS: This NOP is available for a minimum 30-day public review period that starts on Wednesday June 18, 2025, and ends at 5:00 p.m. on Monday July 21, 2025. The NOP is available for public review online at: https://www.portofsandiego.org/public-records/port-updates/notices-disclosures/ceqa-documents or at the Office of the District Clerk, 3165 Pacific Highway, San Diego, California 92101. Comments regarding the scope and content of the environmental information that should be included in the Draft EIR and other environmental concerns should be mailed to:

San Diego Unified Port District
Planning Department
Attn: Peter Eichar
Program Manager
P.O. Box 120488
San Diego, California 92112-0488
Or emailed to peichar@portofsandiego.org

Responses to the NOP must be received by 5:00 p.m. on Monday July 21, 2025. Please reference 'Tidelands Avenue Electric Truck Hub Project' in all correspondence. Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Commenters should focus comments on potential impacts of the project on the physical environment. Commenters are encouraged to identify ways that potential adverse effects resulting from the project might be minimized and to identify reasonable alternatives and mitigation measures to the project.

PUBLIC SCOPING MEETING: Two public scoping meetings will be held to solicit comments on the scope of the proposed EIR. The first meeting will be held in-person at 6:00 pm on Tuesday, June 24, 2025, in the community room at the National City Public Library. The second meeting will be a virtual public scoping meeting held at 6:00 pm on Wednesday, June 25, 2025. Virtual scoping meeting attendees can join the virtual scoping meeting by clicking here. The District, as Lead Agency pursuant to the California Environmental Quality Act, will review the public comments on the NOP to determine what issues should be addressed in the EIR. Other opportunities for the public to comment on the environmental effects of the proposed project include:

- A minimum 45-day public review and comment period for the Draft EIR
- A public hearing for the Board of Port Commissioners to consider certification of the EIR

For questions regarding this NOP, please contact Peter Eichar, Program Manager, Planning and Green Port Department, at (619) 686.6284.

ATTACHMENTS:

Figure 1, Project Location

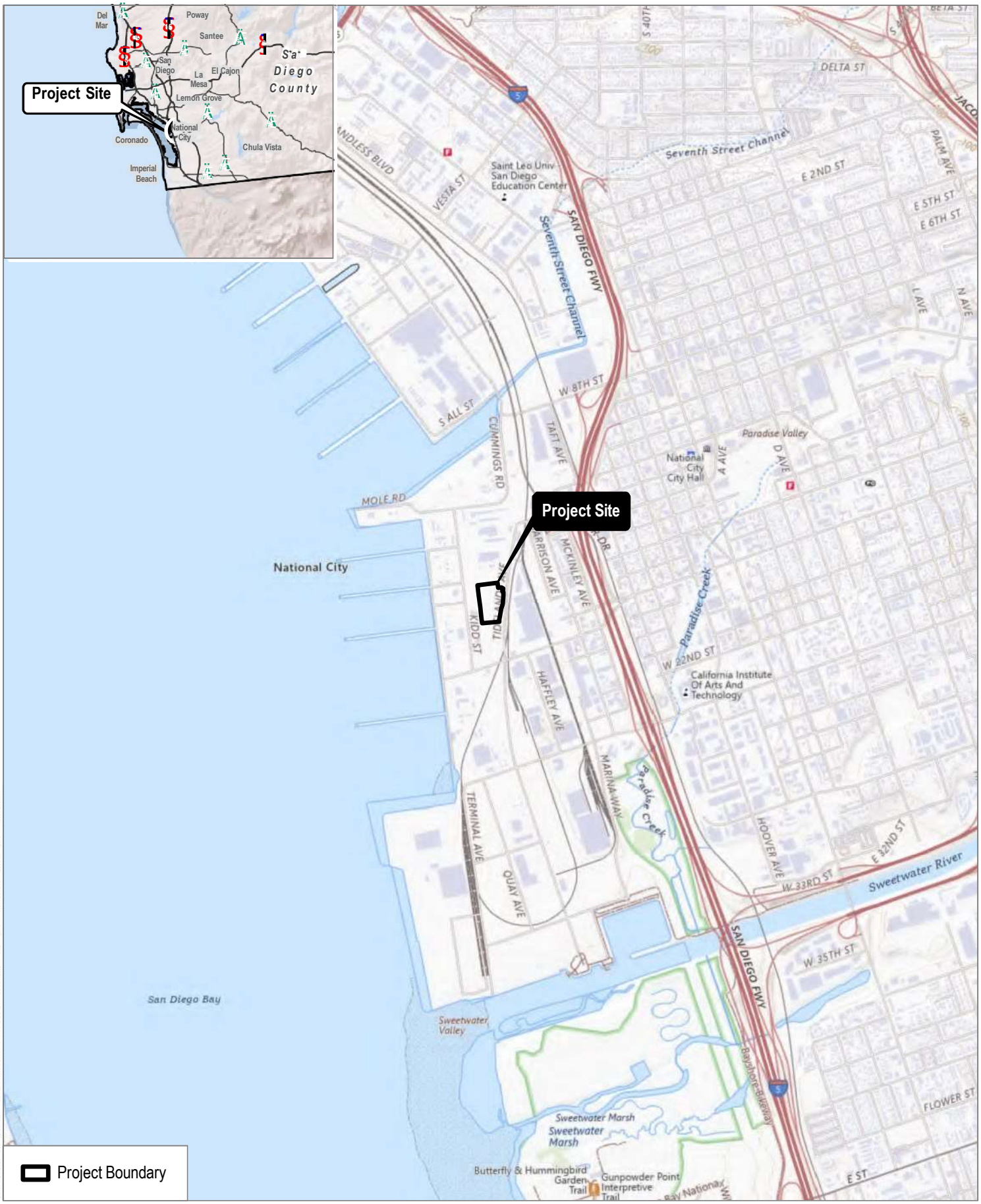
Figure 2, Proposed Site Plan

Initial Study

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SOURCE: USGS National Map 2025

DUDEK n 0 1,000 2,000 Feet

FIGURE 1

Project Location

Tidelands Avenue Electric Truck Hub

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LEGEND:

- DUAL PORT SATELLITE DISPENSER
- SINGLE PORT SATELLITE DISPENSER
- POWER CABINET
- PICNIC TABLE
- SOLAR CANOPY OUTLINE
- LIGHT POLE
- FENCE
- # OVERNIGHT CHARGING STALL
- # OPPORTUNITY CHARGING STALL

SOURCE:

DUDEK

FIGURE 2

Proposed Site Plan

Tidelands Avenue Electric Truck Hub

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Initial Study

Tidelands Avenue Electric Truck Hub Project

JUNE 2025

Prepared for:

SAN DIEGO UNIFIED PORT DISTRICT
3165 Pacific Highway
San Diego, California 92101
Contact: Peter Eichar

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Matt Valerio

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Table of Contents

SECTION **PAGE**

Acronyms and Abbreviations iii

1 Introduction 1
- 1.1 Initial Study/Environmental Checklist Form 1

2 Environmental Initial Study Checklist 7
- 2.1 Aesthetics 8
- 2.2 Agriculture and Forestry Resources 10
- 2.3 Air Quality 11
- 2.4 Biological Resources 14
- 2.5 Cultural Resources 16
- 2.6 Energy 18
- 2.7 Geology and Soils 19
- 2.8 Greenhouse Gas Emissions 22
- 2.9 Hazards and Hazardous Materials 23
- 2.10 Hydrology and Water Quality 26
- 2.11 Land Use and Planning 29
- 2.12 Mineral Resources 30
- 2.13 Noise 30
- 2.14 Population and Housing 32
- 2.15 Public Services 33
- 2.16 Recreation 34
- 2.17 Transportation 35
- 2.18 Tribal Cultural Resources 37
- 2.19 Utilities and Service Systems 39
- 2.20 Wildfire 41
- 2.21 Mandatory Findings of Significance 42

3 References and Preparers 45
- 3.1 References Cited 45
- 3.2 List of Preparers 46

FIGURES

1 Project Location 47

2 Proposed Site Plan 49

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

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Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
BESS	Battery Energy Storage System
BMP	best management practices
BPC	Board of Port Commissioners
CALFIRE	California Department of Forestry and Fire Protection
CARB	California Air Resources Board
CERP	Community Emission Reduction Plan
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
dBA	A-weighted decibels
District	San Diego Unified Port District
DPM	Diesel Particulate Matter
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
FINDS	Facility Index System
FRS	Facility Registry Service
GHG	Greenhouse gas
INRMP	Integrated Natural Resource Management Plan
IS	Initial Study
MCAS	Maritime Clean Air Strategy
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
NO_x	oxides of nitrogen
O_3	ozone
PM_{10}	course particulate matter
$PM_{2.5}$	fine particulate matter
PMP	Port Master Plan
ppb	parts per billion
PRC	Public Resources Code
PV	photovoltaic
RAQS	Regional Air Quality Strategy
ROG	Reactive organic gas
RoRo	roll-on/roll-off
SAM	Site Assessment and Mitigation Program
SANDAG	San Diego Association of Governments
SDAPCD	San Diego County Air Pollution Control District
SDG&E	San Diego Gas & Electric
SIP	State Implementation Plan
SO_x	Sulfur oxides
SR	State Route

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Acronym/Abbreviation	Definition
SWPPP	Storm Water Pollution Prevention Plan
U.S. Navy	United States Department of the Navy
UST	Underground Storage Tanks
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
ZE	Zero Emissions

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1 Introduction

This Initial Study (IS) has been prepared to identify and assess the anticipated environmental impacts of the proposed project. This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), as amended, the CEQA Guidelines (14 CCR 15000 et seq.), and the San Diego Unified Port District's (District) CEQA Guidelines.

1.1 Initial Study/Environmental Checklist Form

1. Project title:

   Tidelands Avenue Electric Truck Hub

2. Lead agency name and address:

   San Diego Unified Port District
   3165 Pacific Highway
   San Diego, California 92101

3. Contact person and phone number:

   Peter Eichar
   Program Manager
   619.686.6284

   peichar@portofsandiego.org

4. Project location:

   1640 Tidelands Avenue, National City, California.

5. Project sponsor's name and address:

   Skychargers LLC
   1616 16th Avenue S
   Nashville, Tennessee 37212

6. Port Master Plan designation:

   Industrial, Maritime Related

7. Zoning:

   Pursuant to Section 19 of the Port Act, zoning does not apply within the District's jurisdiction. Permitted uses for all Port District tidelands are identified in terms of the land and water use designations, which are defined in the Port Master Plan. Although specific uses have been listed, the intent is to indicate compatible use groups. Specific uses that are currently not listed may be included in a use group if similar in character and compatible.

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8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

Skychargers LLC (Applicant) proposes to lease approximately 4.8 acres of an approximately 8.2-acre parcel from the District to develop the Tidelands Avenue Electric Truck Hub (proposed project or project). The proposed project would consist of the following: (1) Zero Emissions (ZE) Truck Charging, (2) Photovoltaic (PV) Canopy, (3) Battery Energy Storage System (BESS), (4) Convenience Store, and (5) infrastructure improvements. The proposed project is intended to serve electric drayage trucks working at nearby marine terminal and related storage facilities in the vicinity.

The proposed project would have a total of 70 charging ports with up to 30 trucks anticipated to use the site during the initial operating year as part of the Truck as a Service program. An additional 16 trucks may be added to the program over the next 3 years to 5 years. Additionally, ZE truck charging infrastructure would be available onsite to support municipal fleets, local businesses with truck fleets, as well as passenger vehicles dependent on available capacity. Truck as a Service participating operators may have assigned, dedicated parking stalls/charge ports, and trucks serving one of the two marine cargo terminals would have priority over all other vehicles for the opportunity charging stalls. The site would be equipped with gates that may be used for access control as needed to enforce the priority of use.

Please also see the Notice of Preparation.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The project site is within the National City Bayfront: Planning District 5 of the Port Master Plan (PMP).

The site is immediately south of the District's Port Operation Center (General Services) building located at 1400 Tidelands Ave, National City, California. The site is bound on the east by Tidelands Ave., on the south by an imported vehicle parking lot operated by Pasha Automotive Services and W 19th St. and, on the west by United States Department of the Navy (U.S. Navy) U.S. Naval Base San Diego, with an access gate to the U.S. Navy Base provided at the west end of W 19th Street.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

The District is the CEQA Lead Agency and has primary approval authority for the project. District discretionary approvals would include the following:

- Certification of the Environmental Impact Report
- Adoption of Findings of Fact
- Adoption of the Mitigation Monitoring and Reporting Program
- Approval of Coastal Development Permit for Construction
- Approval of the project
- Approval of required Real Estate Agreement(s)

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Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies include, but are not limited to the following:

- San Diego Regional Water Quality Control Board – Stormwater Construction General Permit
- San Diego County Air Pollution Control District – Permits for (interim back-up) diesel generators
- City of National City – Issuance of ministerial permits (e.g., building and grading)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

At this time, no California Native American tribes have requested consultation pursuant to Public Resources Code section 21080.3.1. However, the Native American Heritage Commission (NAHC) is included in the distribution of the Notice of Preparation for the proposed project, and the District has requested a list of California Native American tribes traditionally and culturally affiliated with the project area. These tribes will be offered the opportunity for consultation in accordance with Assembly Bill (AB) 52.

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Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☒ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials
☒ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☒ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

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Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

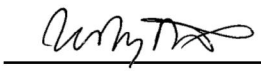
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

6/17/2025

Date

Lesley Nishihira

Printed Name

Vice President, Planning and Development

Title

San Diego Unified Port District

Agency

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2 Environmental Initial Study Checklist

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

9. The explanation of each issue should identify:
   a. the significance criteria or threshold, if any, used to evaluate each question; and
   b. the mitigation measure identified, if any, to reduce the impact to less than significance

2.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. The PMP identifies Vista Areas, defined as points of natural visual beauty, photo vantage points, and other panoramas. The project is in Planning District 5, National City Bayfront, of the PMP. There is only one Vista Area, located at Pepper Park facing southwest across the Sweetwater Channel and toward the San Diego Bay National Wildlife Refuge. Due to distance and the developed nature of the surrounding areas, the project site would not impact this scenic vista. The next closest designated scenic vista to the project sites is within Planning District 7, Chula Vista Bayfront, approximately 2.3 miles south of the project site. Due to distance and the developed nature of the surrounding areas, the project site would not impact this scenic vista. No scenic vistas or viewsheds are identified in the City of National City General Plan.

The National City Bayfront Projects and Plan Amendments EIR identifies a view corridor at the existing terminus of Marina Way, looking south through the site towards the Pier 32 Overlook and marina (San Diego Unified Port District 2022). The project site is located approximately 1 mile north of this view corridor and would not impact the views through the view corridor towards the Pier 32 Overlook and marina looking south. No impact to scenic vistas would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. State Route 75 (SR-75) is an officially designated state scenic highway, which is located approximately 2.3 miles to the west of the project site across San Diego Bay. Due to distance and the developed nature of the surrounding areas, the project site is not visible from SR-75. Therefore, the project would not substantially damage scenic resources within a state scenic highway and no impact would occur. This issue will not be further analyzed in the EIR prepared for the proposed project.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-Significant Impact. Per California Public Resources Code (PRC) Section 21071, an "urbanized area" is defined as "(a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. [or] (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." The project site is located in the City of National City, which has a population of 56,173 persons as of the 2020 census (U.S. Census Bureau 2020). National City is contiguous with the City of San Diego, which has a population of 1,386,932 as of the 2020 census (U.S. Census Bureau 2020). As such, the project site is considered to be located in an urbanized area.

The project would include ZE truck charging, a photovoltaic canopy, a BESS, convenience store, and infrastructure improvements. The project site has the land use designation of Industrial, Marine Related as described within the National City Bayfront: Planning District 5 of the PMP, or amendments thereto. The project would be consistent with the land use designation and as described in Checklist Question 2.1(a), would not result in impacts to scenic vistas identified in the PMP. Construction of the project would result in temporary construction-related activity associated with the use of standard construction equipment. Operationally, the project would be visually consistent with the surrounding industrial development. The project would not conflict with any regulations governing scenic quality and impacts would be less than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-Significant Impact. The project site consists of an asphalt lot surrounded by existing industrial development. The surrounding land uses contain several sources of light and glare associated with industrial maritime activities and adjacent U.S Navy operations. Existing sources include security lighting, operational lighting, street lighting, light and glare from cars, and building lights. The site is currently used in an ad-hoc manner at any given hour for Pasha Automotive roll-on/roll-off (RoRo) overflow, e.g., automobile storage. Implementation of the proposed project would include new permanent light sources on site, from new structures and security lighting. Area lighting would be required to follow industry-accepted lighting practices and lighting levels. The project's new source of light and glare would not be substantial or out of keeping with light and glare associated with surrounding uses and existing activities. As such the project would not adversely affect day or nighttime views in the area. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

2.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. According to the California Department of Conservation's California Important Farmland Finder, the project site and surrounding land is classified as "Urban and Built-Up Land," which does not contain land designated or previously designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2025a). No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site has the land use designation of Industrial, Marine Related, as described within the National City Bayfront: Planning District 5 of the PMP. Additionally, the project site is not subject to a Williamson Act Contract (DOC 2025b). As such, the project would not conflict with existing zoning for agricultural use or land under a Williamson Act contract. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project site has the land use designation of Industrial, Marine Related, and is surrounded by primarily industrial uses. The project site and surrounding land is not zoned for forestland, timberland, or timberland production. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site has the land use designation of Industrial, Marine Related, and does not contain forest land. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project site and surrounding land is classified as "Urban and Built-Up Land," which does not contain land designated or previously designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2025a). The project would not involve changes to the existing environment that would result in the indirect conversion of Important Farmland or forestland. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

2.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The San Diego County Air Pollution Control District (SDAPCD) is required, pursuant to the federal and state Clean Air Acts, to reduce emissions of criteria pollutants for which the County is in nonattainment (i.e., ozone [O3], particulate matter of 10 microns in diameter or smaller [PM10], and particulate matter of 2.5 microns in diameter or smaller [PM2.5]). The most recent air quality attainment plans for the County include the 2022 Regional Air Quality Strategy (RAQS) to attain the California Ambient Air Quality Standards for O3, and the 2020 Air Quality Management Plan for attaining the federal 8-hour 75 parts per billion (ppb) and 70 ppb O3 standards (State Implementation Plan [SIP]).

The RAQS and SIP rely on information from the California Air Resources Board (CARB) and San Diego Association of Governments (SANDAG), including mobile and area source emissions, as well as information regarding projected growth in San Diego County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the County as part of the development of their general plans. As such, projects that involve development that are consistent with the growth anticipated by local plans would be consistent with the RAQS and SIP.

The District's Maritime Clean Air Strategy (MCAS) provides goals and objectives for the District's maritime operations, focusing on the marine cargo terminals located within the working waterfront. The MCAS seeks to transition away from diesel powered equipment and vehicles to zero tailpipe emissions technologies in addition to operational changes that decrease emissions. Diesel Particulate Matter (DPM) is the primary air pollutant addressed by the MCAS with co-beneficial reductions in oxides of nitrogen (Nox), sulfur oxides (Sox), reactive organic gases (ROGs) and greenhouse gas (GHG) emissions. The proposed project is an outgrowth of the MCAS and specifically advances Truck Goal 1: *Improve the air quality in the Portside Community by accelerating the implementation of zero/near-zero emission trucks*; and Truck Goal 2: *Facilitate the deployment of infrastructure to support the transition to Zero Emission truck trips to the Port's marine cargo terminals*. Further, the proposed project is the result of having met Truck Objective 2A: *Within fourth quarter of calendar year 2022, present a concept plan to the Board for its consideration that identifies four potential public-facing medium-duty/heavy-duty charging locations within the San Diego*

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

Region to support deployment of zero emission trucks, which may include locations in close proximity to or on the Tenth Avenue Marine Terminal and/or the National City Marine Terminal.

The SDAPCD has also adopted the Portside Community Emission Reduction Plan (CERP) that contains numerous Actions aimed at reducing air pollution from all sources within the Portside Community. There are 10 Actions that the Port District is identified as a participant for implementation. The proposed project directly supports two of the Actions related to reducing air pollution from heavy duty trucks, they include Action E1: *Advance the deployment of heavy-duty on-road electric trucks to demonstrate operational feasibility and reduce emissions within the Portside Community and other disadvantaged communities*; and Action G7: *Promote adoption of ZE technologies by Port tenants, truckers, and other users of equipment.*

Lastly, the proposed project is in alignment with California's Sustainable Freight Action Plan by providing ZE truck charging infrastructure and further proposing the use of onsite renewable energy components (photovoltaics canopy and BESS) to generate and store electricity to contribute for ZE truck charging at the project site, reducing electricity acquisition costs, reducing greenhouse gas emissions from electricity generation, and providing energy resiliency in the event of a power grid failure.

The proposed project involves operational activities that would reduce long-term criteria pollutant and other emissions by facilitating the transition away from diesel powered trucks to battery-electric trucks with zero tailpipe emissions. The project would facilitate replacement of existing emitting diesel trucks with ZE trucks and is not anticipated to contribute to growth in regional trucking activities.

For the reasons outlined above, the proposed project would not conflict with or obstruct implementation of the MCAS, CERP, 2022 RAQS, SIP or California's Sustainable Freight Action Plan. Therefore, impacts would be less than significant and further discussion in the EIR is not warranted.

b) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Potentially Significant Impact. The SDAPCD is required to reduce emissions of pollutants for which the County is in nonattainment (i.e., ozone, PM10, and PM2.5). The San Diego Air Basin is in nonattainment status for ozone (8-hour standard) at the federal and state level; and for ozone (1-hour standard), PM10, and PM2.5 at the State level. The proposed project includes demolition and construction activities that would occur over several months. Therefore, the proposed project would have the potential to exceed SDAPCD's trigger levels for one or more criteria pollutants. Therefore, this impact is potentially significant, and further analysis will be provided in the EIR.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact. Sensitive receptors include land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and the potential for increased and prolonged exposure of individuals to pollutants. The project is located within National City and approximately 0.25 miles from residences to the east. To the west is the Naval Base San Diego and then San Diego Bay, the south is industrial uses for more than 1 mile and to the north is the District's Port Operations Center building and industrial uses also for more than 1 mile. Due to residences to the east proximity to the

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

proposed project site, construction-related emissions may expose sensitive receptors to substantial pollutant concentrations. Therefore, this impact is potentially significant, and further analysis will be provided in the EIR.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. According to CARB's Air Quality and Land Use Handbook, sources of odor complaints typically include sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations (CARB 2005). The proposed project does not include any uses identified by CARB as being associated with odors. Odors may be generated from vehicles and equipment exhaust emissions during construction; however, these dissipate over short distances and would not be dissimilar to existing emission from heavy-duty trucks, some of which would ultimately be replaced with implementation of the project. Therefore, the proposed project would not generate emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant and further discussion in the EIR is not warranted.

2.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Less-than-Significant Impact. The project site is within disturbed land that has been previously graded and paved. While the project site contains some landscape trees along the eastern border of the site, the site is subject to industrial maritime activities and does not contain suitable habitat for species identified as a candidate, sensitive, or special status species. Therefore, impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed project.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No Impact. The project site is within disturbed land with some landscape trees along the eastern border. The site consists of disturbed and developed land, which is not considered sensitive to local, state, or federal agencies; therefore, no impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed project.

c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The project site is disturbed and does not contain any state or federally protected wetlands. Therefore, the project would not result in impacts to state or federally protected wetlands. This issue will not be further analyzed in the EIR prepared for the proposed project.

d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less-than-Significant Impact. San Diego Bay is in the path of the Pacific Flyway, a migratory route used by birds. However, the project site is located in a developed area actively used for industrial maritime

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

purposes. The proposed project would change the activities but not the type of use in the area, but would not interfere with movement of wildlife and would not affect wildlife corridors because use would continue to be truck centric and habitat or other features that might be inviting to birds (such as water bodies, perching or nesting sites, etc.) would not be introduced. . Therefore, impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed project.

e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less-than-Significant Impact. The applicable local land use plans, policies, ordinances, or regulations of the District protecting biological resources are the PMP, San Diego Unified Port District Code, and the District's Integrated Natural Resource Management Plan (INRMP). The INRMP, managed by the U.S. Navy and the District, intends to protect the San Diego Bay's ecosystem while supporting the ability of the U.S. Navy and the District to achieve their missions and continue functioning within the San Diego Bay (San Diego Unified Port District 2013a). Section II of the PMP, Planning Goals, includes Goal XI states that the District will protect, preserve, and enhance natural resources, including natural plant and animal life in the bay as a desirable amenity, and ecological necessity, and a valuable and usable resource. The project site is disturbed and paved and not located in an area with high ecological value. To the minimum extent feasible, several trees (2 or 3) may be removed to accommodate a new driveway; these trees are landscape trees and would not conflict with any tree preservation policy or ordinance. Additionally, the project would include an approximate 0.15-acre greenspace consisting of grasses and groundcover. The proposed project would not conflict with local policies or ordinances protecting biological resources and impacts would be less than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The project site is not within any approved local, regional, or state habitat conservation plan boundaries. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed project.

2.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. The site is paved with asphalt with some landscape trees along the eastern border of the site. There are no structures on the site. The project would not impact historic resources defined by CEQA Guidelines, Section 15064.5. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed project.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-Significant Impact. The majority of the project site is underlain by Made land (fill), with a portion on the east side composed of Huerhuero-Urban land complex human-made land (USDA 2025). The site is entirely previously disturbed including subsurface utilities, former railroad, and existing asphalt. Ground excavation activities would be limited to the repair of existing asphalt, laying of electrical conduit, photovoltaic canopy structural footings, BESS and convenience store foundations, and existing subsurface utilities modifications. A substantial adverse change in the significance of an archaeological resource would not be likely and impacts would be less than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less-than-Significant Impact. The project site consists of disturbed asphalt surface. There are no known cemeteries or burials on the project site or immediate area. In the unlikely event that human remains are inadvertently encountered during ground disturbing activities, they must be treated consistent with state and local regulations including California Health and Safety Code Section 7050.5, PRC Section 5097.98, and the CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the location of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to PRC Section 5097.98. Compliance with these regulations would ensure that impacts to human remains resulting from the project would be less than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

2.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. The project includes the construction of electrical charging ports for electric truck charging, photovoltaic (PV) canopies, and a BESS, which would result in the generation and use of renewable energy. While the project would involve construction and operational activities that would require the use of energy, including electricity and petroleum, these would be short-term (construction or minimal (operational)). However, due to uncertainty on the availability of electric power from San Diego Gas & Electric (SDG&E) for full operation of the site once constructed, the project proposes the short-term initial use of a diesel generator to supplement grid electricity to ensure operation of the site should there not be enough electrical power from the grid. It should be noted that the project proponent continues to coordinate with SDG&E on the timing and capacity of power needs at the project site. Therefore, this impact is potentially significant, and further analysis will be provided in the EIR.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The project aims to contribute to the District's MCAS and goal of electrifying the District's drayage operations by providing ZE charging, solar power, and a BESS. Buildings or structures would be subject to and would comply with the latest California Building Code Title 24 (24 CCR Part 6). Additionally, CARB's Climate Change Scoping Plan identifies several strategies to reduce GHG emissions through energy efficiency. The project would include construction and operation activities that would require the use of energy; however, the project renewable energy generation components and facilitation of ZE truck activities promote rather than conflict with or obstruct state or local energy efficiency plans. Therefore, impacts would be less than significant and this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

2.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less-than-Significant Impact. While the region is a seismically active region, according to the California Earthquake Hazards Zone Application, the project site is not within an earthquake zone (DOC 2025c). The closest fault is the Newport-Inglewood-Rose Canyon Fault Zone, more than 2 miles from the site. Because there are no faults within the project site, ground disturbance activities associated with the proposed project are not likely to influence the potential for fault rupturing. Therefore, construction and operation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death from known fault rupture, and impacts would be less-than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. The site is located in a seismically active region of Southern California. However, the proposed project would not include any characteristics that might exacerbate the potential for strong seismic ground shaking. The project would contain no habitable structures or other structural development intended for human occupancy. The project would be built in compliance with the California Building Code Title 24, which outlines building requirements and safety standards to address potential seismic activity. Compliance with applicable seismic design requirements would reduce the potential risk to both people and structures with respect to strong seismic ground shaking. Therefore, impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed project.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction is the phenomenon that occurs when ground shaking causes loose soils to lose strength and act like viscous fluid. According to the San Diego County, California, Multi-Jurisdictional Hazard Mitigation Plan, the project site is within a liquefaction zone (County of San Diego 2023). Standard design and construction techniques such as spread footings, mat foundations, or other design considerations would be incorporated per California Building Code requirements, minimizing hazards due to liquefaction. A geotechnical study will be prepared for the project and will identify the project's existing geological conditions, including liquefaction potential as well as the specifications and applicable building code requirements necessary to adhere to. Compliance with applicable design requirements for the rated liquefaction characteristics of the site would reduce the potential risk to both people and structures. Therefore, construction and operation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death from ground failure including liquefaction, and impacts would be less-than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

iv) Landslides?

No Impact. Landslides typically occur on moderate to steep slopes that are affected by such physical factors as slope height, slope steepness, shear strength, and orientation of weak layers in the underlying

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

geologic units. The project site and surroundings are generally flat with soils stabilized by development and landscaping. According to the United States Geological Survey's U.S. Landslide Inventory and Susceptibility Map, the project site has a very low landslide potential (USGS 2025). Therefore, the proposed project is not anticipated to expose people or structures to landslide risks, and no impact would occur. This issue will not be further analyzed in the EIR prepared for the proposed project.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

No Impact. Construction of the project would require only existing asphalt repair and minimal earthwork to lay electrical conduit and modify subsurface utilities and install structural footings for the PV canopies and the convenience store. Operations would continue on asphalt. Therefore, construction and operation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death from known fault rupture, and impacts would be less-than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less-than-Significant Impact. The project site is within an area of very low landslide potential. However, because lateral spreading is a secondary seismic effect of liquefaction, and the project site is located in an area with potential for liquefaction, there is potential for lateral spreading to occur. A geotechnical study will be prepared for the project and will identify the project's existing geological conditions, including site stability potential as well as the specifications and applicable building code requirements necessary to adhere to. Compliance with applicable design requirements for the rated liquefaction and site stability characteristics of the site would reduce the potential risk to both people and structures. Therefore, construction and operation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death from unstable soil, and impacts would be less-than-significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less-than-Significant Impact. Expansive soils are clay-based and tend to increase in volume due to water absorption and decrease in water volume due to drying. A geotechnical study will be prepared for the project and will identify the project's existing geological conditions, including the underlying soil as well as the specifications and applicable building code requirements necessary to adhere to. Compliance with applicable design requirements for the rated expansive characteristics of the site would reduce the potential risk to both people and structures. Therefore, construction and operation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death from expansive soil, and impacts would be less-than-significant and this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

e) ***Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. No septic tanks or alternative wastewater disposal systems that might affect soils are included as part of project; therefore, no impact would occur and this issue will not be further analyzed in the EIR prepared for the proposed project.

f) ***Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less-than-Significant Impact. The majority of the project site is underlain by Made land (fill), with a portion on the east side composed of Huerhuero-Urban land complex human-made land (USDA 2025). As it is previously developed the subsurface has previously been disturbed and has a reduced likelihood of the presence of paleontological resources. The site is entirely previously disturbed including subsurface utilities, former railroad, and existing asphalt. Ground excavation activities would be limited to the repair of existing asphalt, laying of electrical conduit, BESS, PV canopy and convenience store foundations, and existing subsurface utilities modifications. A substantial adverse change in the significance of an archaeological resource would not be likely and impacts would be less than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

2.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Less-than-Significant Impact. Construction of the project would in the short-term generate GHG emissions, primarily associated with off- and on-road equipment used during construction. The project's purpose is in alignment with the District's MCAS and California's Sustainable Freight Action Plan by providing ZE truck charging and further proposes use of onsite renewable energy components (photovoltaics canopy and BESS) to generate electricity to contribute for ZE truck charging at the project. The proposed project involves operational activities that would reduce long-term GHG emissions. For these reasons, the proposed project would not on balance generate GHG emissions that may have a significant effect on the environment. Impacts would be less than significant and further discussion in the EIR is not warranted.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-Significant Impact. The District's Climate Action Plan includes goals and plans to decrease GHG emissions, including decreasing emissions through transportation and land use, energy conservation and efficiency, water conservation and recycling, alternative energy generation, and waste reduction and recycling (San Diego Unified Port District 2013b). The project's purpose is in alignment with the District's Climate Action Plan by proposing use of onsite renewable energy components (photovoltaics canopy and BESS) to generate electricity to contribute to ZE truck charging at the project. The proposed project involves operational activities that would reduce long-term GHG emissions. For these reasons, the proposed project would align with and not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant and further discussion in the EIR is not warranted.

2.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. The project would be required to comply with federal, state, and local regulations for the routine transport, use, and disposal of any hazardous materials. These regulations include the Resource Conservation and Recovery Act, U.S. Department of Transportation Hazardous Materials Regulations (Code of Federal Regulations [CFR] Title 49), California Health and Safety Code, and San Diego County Code, Title 6, Division 8, in combination with legally required construction best management practices (BMPs) implemented from a Storm Water Pollution Prevention Plan (SWPPP) (under the General Construction Permit). Relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, adhesive materials, grease, solvents, and architectural coatings would be used during construction. Operation of the project would also require routine use of common hazardous substances that are used routinely throughout urban environments. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials.

Operation of the BESS would include lithium-ion battery cells in addition to the battery-electric trucks that would use the project site for re-fueling. Fires at other BESS facilities in San Diego County and elsewhere in California have raised concerns regarding the fire safety of these facilities and constituent materials used and their disposal or handling.

According to the EnviroStor database, there are no hazardous waste facilities and sites within the project site; however, there are sites located adjacent to the project site including: Maritime Shipyard, an inactive – needs evaluation site, approximately 0.05 miles to the north of the project; and Naval Base San Diego AKA Naval Station San Diego, an operating permit site, adjacent to the west side of the project (DTSC 2025). The SWRCB's GeoTracker database identifies leaking underground storage tanks, waste discharge sites, oil and gas sites, and other waste or cleanup sites. The project site, 1640 Tidelands Ave, is listed on the SWRCB's GeoTracker database as Cole Industries, with a status of Completed – Case Closed as of 1989 (ID. No T0607303113) (SWRCB 2025).

A Phase I Environmental Site Assessment has been prepared for the project site and finds that the subject property is listed under Cole Industries on the Site Assessment and Mitigation Program (SAM) San Diego, Haz San Diego, Facility Index System (FINDS)/Facility Registry Service (FRS), and Underground Storage Tanks (UST) Sweeps (x2) databases. Therefore, this impact is potentially significant and further analysis will be provided in the EIR.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. The routine use, an accidental spill or the combustion of hazardous materials, such as the ignition and burning of the BESS or a thermal runaway event, could result in inadvertent releases of hazardous materials, which could adversely affect workers, the public, and the environment during construction and/or operational activities. Thermal runaway is an event within a BESS caused by internal failure (short-circuit) or external conditions (water infiltration, extreme high or low temperatures, overcharged cells), which could result in the ejection of gas and smoke, and potentially result in combustion. Impacts are potentially significant and further discussion is warranted in the EIR.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools within 0.25 miles of the project site. The closest school to the project site is Kimball Elementary School, located approximately 0.45 miles east of the project site. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. The California Department of Toxic Substances Control's EnviroStor database tracks cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination. According to the EnviroStor database, there are no hazardous waste facilities and sites within the project site; however, there are sites located adjacent to the project site including: Maritime Shipyard, an inactive – needs evaluation site, approximately 0.05 miles to the north of the project; and Naval Base San Diego AKA Naval Station San Diego, an operating permit site, adjacent to the west side of the project (DTSC 2025). The SWRCB's GeoTracker database identifies leaking underground storage tanks, waste discharge sites, oil and gas sites, and other waste or cleanup sites. The project site, 1640 Tidelands Ave, is listed on the SWRCB's GeoTracker database as Cole Industries, with a status of Completed – Case Closed as of 1989 (ID. No T0607303113) (SWRCB 2025).

A Phase I Environmental Site Assessment has been prepared for the project site and finds that the subject property is listed under Cole Industries on the SAM San Diego, Haz San Diego, FINDS/ FRS, and UST Sweeps (x2) databases. As such, during demolition, construction and operational activities, the public could be exposed to significant hazards. Therefore, further analysis will be provided in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The closest airports to the project site are the San Diego International Airport, located approximately 5.5 miles northwest of the project site, and the Naval Air Station North Island, located approximately 4.7 miles northwest of the project site. The project site is not located within an airport land use plan. As such, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. San Diego County Emergency Operations Plan (EOP) is used within San Diego County to aid with the response to major emergencies and disasters. Included in the EOP is the Evacuation Annex, outlining strategies, procedures, recommendations, and organizational structures to implement a coordinated evacuation effort in the San Diego County Operational Area. The EOP identifies evacuation routes along major interstates and highways in San Diego County (County of San Diego 2022). The project site is not located along any major interstates or highways. There would not be any change to emergency access to the project location and the project would not result in the temporary or permanent closures of public roadways or driveways. The project would not impair an adopted emergency response plan or emergency evacuation plan and no impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less-than-Significant Impact. According to California Department of Forestry and Fire Protection's (CALFIRE) Very High Fire Hazard Severity Zone (VHFHSZ) Maps, the project site is within a non-VHFSZ under local responsibility (CALFIRE 2025). The project site is in an entirely urban area surrounded by urban and industrial uses and near San Diego Bay. As such, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, this impact is less than significant, and further analysis in the EIR is not warranted.

2.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact. Project construction would involve repair or re-surfacing of approximately 4 acres of existing asphalt. The retained asphalt would remain in place during construction and ground excavation activities would be limited to the repair of existing asphalt, laying of electrical conduit, BESS, PV canopy and convenience store foundations, and existing subsurface utilities modifications. Project construction would consist of installation of chargers; installation of photovoltaic canopies; installation of the BESS; construction of the convenience store including restrooms; and infrastructure improvements including utility routing, storm drainage, and landscaping. Accidental spills of hazardous materials during construction activities could result in potentially significant water quality impacts. Additionally, if construction activities occur during the rainy season or during a storm event, construction of the project could result in adverse impacts to water quality. The EIR will evaluate the SWPPP and implementation of appropriate BMPs for the project and considerations for constituents from BESS and other project components' potential to enter stormwater or drainage. Therefore, this impact is potentially significant, and further analysis will be provided in the EIR.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-than-Significant Impact. Construction or operation of the project would not involve groundwater extraction or reduction to groundwater recharge that would produce any effect on the local groundwater supply or groundwater table. Impacts would be less than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

iv) Impede or redirect flood flows?

Less-than-Significant Impact. As the project site is currently asphalt, the proposed project would generally maintain existing drainage patterns. As part of the project, a portion of the project site would be landscaped with a portion used as a stormwater retention basin and approximately 0.15 acres of the site would be green space. Site drainage would be directed on site via overland flow, surface swales, curbs and gutters, and the private storm drain system. The on-site storm drains would collect runoff and convey it to proposed proprietary biofiltration units for treatment prior to discharging into the on-site green space(s), prior to reaching San Diego Bay. Therefore, the project would not substantially alter the existing drainage pattern of the site. The project would be required to comply with any and all related mandates from a federal, state, and local level, such as preparing a SWPPP, Water Quality Management Plans and Stormwater Management Plans. Furthermore, as the project is within the District's jurisdiction, it is also subject to BMPs and mitigation utilized by the District. Potential increases in peak flows for storm events would be managed through the use of retention BMPs for stormwater runoff generated on the project site. As such, this impact is less than significant and this issue will not be further analyzed in the EIR prepared for the proposed project.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact. The project site is in Flood Zone X, an area of minimal flood hazard (FEMA 2019). According to the Tsunami Hazard Area Map, the project site is not within a tsunami hazard area (DOC 2025d). Additionally, there is no risk of seiches in National City due to its position within San Diego Bay behind Coronado Island and the Silver Stand (City of National City 2024). No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. The project is located within the San Diego Bay Watershed Management Area. Specifically, the project is within the Pueblo San Diego Watershed (DPW 2025). Additionally, the project is subject to the San Diego Bay Water Quality Improvement Plan, which establishes priorities, goals, and strategies to achieve progress toward improving water quality (Project Clean Water 2025). As described above, project construction activities have the potential to result in short-term impacts on water quality. Therefore, this impact is potentially significant, and further analysis will be provided in the EIR.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

2.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Would the project physically divide an established community?

No Impact. The project site is currently developed with parking and is surrounded by industrial uses. There are no residential uses on the project site, nor are residential uses allowed on Port District Tidelands. Therefore, development of the project site would not physically divide an established residential neighborhood or community, and no impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less-than-Significant Impact. The proposed project would not change the use, or use designation, of the site and activities would be supportive and consistent with the industrial maritime activities surrounding the site. As such, the project would be consistent with the PMP. Further, the project facilitates implementation of the District's MCAS, the California Sustainable Freight Action Plan, and APCD's Portside Community Emission Reduction Plan, each of which promote clean air initiatives and sustainability. The project would not conflict with applicable policy documents and regulations (e.g., Coastal Zone Management Act, California Coastal Act, Public Trust Doctrine, City of National City Transportation Element, and SANDAG Regional Plan). Therefore, this impact would be less than significant, and further analysis in the EIR for the proposed project is not warranted.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

2.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site is located in Mineral Resource Zone-1 (MRZ-1), which is defined as an area where available geologic information indicates that little likelihood exists for the presence of significant mineral resources (DOC 2017). The project site is a paved lot and surrounded by urban and developed land. As such, the project would not result in the loss of availability of a known mineral resource. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site and surrounding land is urban, developed land. There are no known mineral resources at the project site and no locally important mineral resource recovery sites would be lost as a result of the project. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

2.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less-than-Significant Impact. According to the National City Municipal Code, the permitted noise level is 80 dBA (or A-weighted decibels) for Heavy Industry land use west of I-5 (where the project site is located). Project construction would have the potential to generate a temporary increase in ambient noise levels; however, based on the nature of the existing and surrounding uses, as well as the high noise level standards applicable, construction noise would not be expected to exceed stablished standards. Similarly, operation would result in increased ZE truck activity in the area and reduced diesel truck activity, potentially resulting in a reduction in ambient noise conditions from engine noise and similar levels of noise from reverse warning signals and other non-truck related activities (principally passenger vehicles). As such, operational noise would not be expected to exceed established standards. Therefore, this issue is less than significant, and further analysis in the EIR is not warranted.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. Project construction would likely generate groundborne vibration or groundborne noise; however, these would be short term and not excessive in relation to the activities on site (RoRo) and surrounding marine industrial and U.S. Naval activities. Operation of the project would not result in groundborne vibration levels or groundborne noise levels dissimilar to those under existing conditions with the continuation of heavy-duty truck activity on the site diversifying from diesel trucks to primarily ZE trucks. Therefore, this issue is less than significant, and further analysis in the EIR is not warranted.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. As described in Checklist Question 2.9(e), the project site is not located within an airport land use plan. In addition, the project site is not located near a private air strip. As such, operation of the project would not expose employees to excessive aircraft noise. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

2.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-than-Significant Impact. The growth-inducing potential of a project would typically be considered significant if it fosters growth or a concentration of population in excess of what is assumed in applicable land use plans. Significant growth impacts could also occur if a project provides infrastructure or service capacity to accommodate levels of growth beyond levels currently permitted by local or regional plans or policies.

The project does not propose new homes or businesses that would directly induce population growth. Temporary construction-related jobs generated by the project would likely be met within the existing and future labor market in the City of National City and in the greater San Diego County area. If construction workers live outside of the City, these workers would likely commute during the temporary construction period. Operationally, the convenience store would require a minor number of new employees, which is not expected to result in substantial population growth. Employment needs can be met by the existing regional labor force, and no substantial relocation of workers would occur. Additionally, the proposed convenience store would support the existing population of truck drivers anticipated to use the electric charging stations. As such, the project would not directly induce population growth.

In addition, the project does not include the extension of roads or other infrastructure that would indirectly induce substantial population growth. Access to the project site would continue to be off Tidelands Ave. and a new entrance would be created on the site. The project would also require new electric facilities to be installed on the project site in joint utility trenches that would be located in public rights-of-ways. In conjunction with electricity, internet facilities would be installed in the joint utility trenches. Although the project includes new utility connections and minor roadway improvements to serve the site, these improvements would not extend circulation into undeveloped areas or open new areas t development. Therefore, the project would not indirectly induce substantial population growth.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

Thus, the project would not induce substantial unplanned population growth and impacts would be less than significant. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The land use designation for the project site is marine related industrial. Residential housing is not an allowable use for this designation, no housing currently exists on the project site and residential uses are not allowed on Port Tidelands. Therefore, the project would not displace people or housing and would not require the construction of replacement housing. No impact would occur. This issue will not be further analyzed in the EIR prepared for the proposed project.

2.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

Fire protection?

Less-than-Significant Impact. Fire protection services are provided to the project site by the San Diego Harbor Police and City of National City Fire Department. The closest fire station to the project site is the National City Fire Department Fire Station # 34, located approximately 1 mile east of the project site. As discussed in Section 2.9, Hazards and Hazardous Materials, the project could result in inadvertent releases of hazardous materials in the event of the ignition and burning of the BESS or a thermal runaway. The project proponent proposes to install several fire detection and mitigation systems, supplemented with external, specialized fire detection cameras, and other response measures. Therefore, the project would not require the provision of new or physically altered public facilities. Impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed project

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

Police protection?

Less-than-Significant Impact. Law enforcement services are provided to the project site by the Port of San Diego Harbor Police Department and National City Police Department. As discussed in Section 2.14, Population and Housing, the project would not induce substantial unplanned population growth in the area. Therefore, the project would not increase the demand for existing public facilities. Operationally, the convenience store would require a minor number of new employees, which is anticipated to be met by the existing regional labor force. Therefore, the project would not require the provision of new or physically altered public facilities. Impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed project.

Schools?

No Impact. As discussed in Section 2.14, Population and Housing, the project would not induce substantial unplanned population growth in the area. The project would not result in permanent population growth that would increase demand on schools. Therefore, no impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed project.

Parks?

No Impact. As discussed in Section 2.14, Population and Housing, the project would not induce substantial unplanned population growth in the area. The project would not result in permanent population growth that would create the demand for new public parks. Therefore, no impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed project.

Other public facilities?

No Impact. As discussed in Section 2.14, Population and Housing, the project would not induce substantial unplanned population growth in the area. Therefore, the project would not increase the demand for existing public facilities. Furthermore, project operations would require a minor number of new employees, which is anticipated to be met by the existing regional labor force. Therefore, the project would not require the provision of new or physically altered public facilities. No impact would occur and this issue will not be further analyzed in the EIR prepared for the proposed project.

2.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. An increase in the use of existing parks and recreational facilities typically results from an increase in the number of housing units or residences in the surrounding area. As discussed in Section 2.14, Population and Housing, the project would not involve the construction of housing units or residences. The demand for temporary construction jobs and operational employment would be met by the local work force, and the project would not induce unplanned population. As such, the project would not contribute to a permanent increase in population that would increase the use of existing parks or recreational facilities. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The project would include ZE truck charging, a photovoltaic canopy, a BESS, convenience store, and infrastructure improvements. The project would not involve the construction or expansion of recreational facilities. No impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

2.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
d) Result in inadequate emergency access?	☒	☐	☐	☐

a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Potentially Significant Impact. The proposed project would provide charging for ZE trucks at a site that is currently used as an overflow parking area for RoRo activities by Pasha. Additionally, the Bay Shore bikeway passes by the site, which is a popular route with cyclists in the region, and changes in the intersection for bike crossing and vehicles at Tidelands Avenue and W 19th Street is planned as part of a nearby project. The project includes new access to the site. These new access points would be used by ZE vehicles to access the proposed project site. An existing gate south of the proposed project's egress (driveway) would be re-opened (currently blocked with K-rail) and used for access by Pasha for continued vehicle storage activities in the remainder of the parcel. The W 19th Street gate at the U.S Navy Base can become congested at the beginning of shift as personnel report to base. As such, conflicts with bicycle and vehicle circulation could result. A Mobility Analysis Technical Study will be prepared for the project and will evaluate whether the proposed project conflicts with any applicable program, plan, ordinance, or policy addressing the circulation system. Therefore, this issue is potentially significant, and further analysis will be provided in the EIR.

b) *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

Less-than-Significant Impact. Under CEQA Guidelines Section 15064.3(b), the project's impact on a roadway network would be significant if the project would result in a net increase in vehicle miles traveled (VMT) over baseline conditions, or otherwise conflict with CEQA Guidelines Section 15064.3(b). The proposed project would facilitate existing heavy-duty trucks used for drayage within the industrial maritime activities of the area switching from diesel to ZE while otherwise conducting drayage activities occurring today. Therefore, while Heavy-duty trucks are not included in VMT analyses, it is anticipated that ZE trucks using the project site are replacing diesel powered trucks previously in use within the area (goods movement corridor). Although existing diesel drayage trucks currently do not visit the site (except if involved in Pasha activities) these vehicles routinely pass the site and new visits to the site would consist only of those ZE trucks coming to charge. Nominal VMT may be assigned to the employees and visitors to the convenience store as well as inspections and maintenance of the proposed project; however, as employees would number less than 10 and inspections would be periodic, the proposed project would not result in a substantial increase in VMT over baseline. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The project includes a new entrance near the intersection of Tidelands Ave. and W 19th St. A Mobility Analysis Technical Study will be prepared to determine potential in hazards due to geometric design or access near intersection(s). Therefore, this issue is potentially significant, and further analysis will be provided in the EIR.

d) Would the project result in inadequate emergency access?

Potentially Significant Impact. As mentioned in Checklist Question 2.17(c), a Mobility Analysis Technical Study will be prepared to determine potential hazards associated with new accesses near multiple use intersection(s) and will address adequacy for emergency access. Therefore, this issue is potentially significant, and further analysis will be provided in the EIR.

2.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

No Impact. AB 52, signed by the California Governor in September of 2014, established a class of resources under CEQA: "tribal cultural resources," defined in PRC Section 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration. At this time, no California Native American tribes have requested consultation pursuant to Public Resources Code section 21080.3.1. However, the NAHC is included in the distribution of the Notice of Preparation for the proposed project, and the District has requested a list of California Native American tribes traditionally and culturally affiliated with the project area. These tribes will be offered the opportunity for consultation in accordance with AB 52. The site is entirely previously disturbed including subsurface utilities, former railroad, and existing asphalt. Ground excavation activities would be limited to the repair of existing asphalt, laying of electrical conduit, BESS and convenience store foundations, and existing subsurface utilities modifications. Therefore, unless consultation is requested and significant resource(s) identified, this issue will not be further analyzed in the EIR prepared for the proposed project.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. At this time, no California Native American tribes have requested consultation pursuant to Public Resources Code section 21080.3.1. However, the NAHC is included in the distribution of the Notice of Preparation for the proposed project, and the District has requested a list of California Native American tribes traditionally and culturally affiliated with the project area. These tribes will be offered the opportunity for consultation in accordance with AB 52. Unless consultation is requested and significant resource(s) identified, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

2.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-Significant Impact. The project would require connections to the existing water supply system, wastewater infrastructure, stormwater infrastructure, and local electric power distribution systems. As the project site is developed and in an industrial area, all utilities are available servicing the site or adjacent properties and only minor modifications would be necessary to connect the project to these. In addition, with the exception of electrical power, the service demand from the project on services would be small driven by the convenience store and restrooms (water and sewer). Electricity is available from nearby SDG&E facilities. While upgrades to the nearby SDG&E facilities may be necessary to support full build out of the project, demand is offset by the project photovoltaic and BESS components, and any improvements necessary by SDG&E would be achieved within existing facilities or available adjacent disturbed/developed sites that would not result in significant environmental effects. Implementation of

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

the project includes stormwater drainage that would not require new or expanded offsite facilities and the project would not require natural gas. Therefore, impacts would be less than significant, further discussion in the EIR is not warranted.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-Significant Impact. The project would receive water from the Sweetwater Authority. The project's convenience store and restrooms would increase water usage compared to existing conditions. However, based on the small size of the store and small number of restroom stalls and showers, this increase would be negligible and impacts would be less than significant, and further discussion in the EIR is not warranted.

c) Would the project result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. The project would receive wastewater service from National City. The project's convenience store, showers and restrooms would increase wastewater need compared to existing conditions. However, based on the small number of restroom stalls and showers, this increase would be negligible and impacts would be less than significant, and further discussion in the EIR is not warranted.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. As the site does not contain any structures, solid waste from construction would be minimal and limited to asphalt debris that cannot be reused onsite. The project's convenience store and restrooms would generate solid waste once operational. However, based on the small size of the convenience store and restrooms, this increase would be negligible, and impacts would be less than significant, and further discussion in the EIR is not warranted.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. As the site does not contain any structures, solid waste from construction would be minimal and limited to asphalt debris that cannot be reused onsite. The project's convenience store and restrooms would generate solid waste once operational. All solid wastes would be disposed of in compliance with federal state and local regulations including recycling requirements and hazardous waste requirements. As such, impacts would be less than significant, and further discussion in the EIR is not warranted.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

2.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The project site is within a local responsibility area and is designated by CALFIRE as a non-VHFHSZ (CALFIRE 2025), with the nearest VHFHSZ located approximately 6.7 miles east of the project site. The areas around San Diego Bay are primarily developed and are not susceptible to wildfires. San Diego County EOP is used within San Diego County to aid with the response to major emergencies and disasters. Included in the EOP is the Evacuation Annex, outlining strategies, procedures, recommendations, and organizational structures to implement a coordinated evacuation effort in the San Diego County Operational Area. The EOP identifies evacuation routes along major interstates and highways in San Diego County (County of San Diego 2022). The project site is not located along any major interstates or highways. There would not be any change to emergency access to the project location and the project would not result in the temporary or permanent closures of public roadways or driveways. The project would not impair an adopted emergency response plan or emergency evacuation plan, and no impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed project.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. The project site consists of disturbed and paved surfaces and is not near any urban-wildland interface. The risk of wildfire is low due to the project site being within a non-VHFSZ. Therefore, the project would not exacerbate the risk of wildfires. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed project.

c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. The project site consists of disturbed and paved surfaces and is not near any urban-wildland interface. The risk of wildfire is low due to the project site being within a non-VHFSZ. Furthermore, the site is surrounded by existing infrastructure including roads and electrical services. Therefore, the project would not exacerbate the risk of wildfires. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed project.

d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. Downstream flooding and landslide activity generally occurs in areas that lack vegetation and have steep slopes. The project site consists of disturbed and paved surfaces and is not near any urban-wildland interface. The risk of wildfire is low due to the project site being within a non-VHFSZ. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur and this issue will not be further analyzed in the EIR prepared for the proposed project.

2.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less-than-Significant Impact. As described under sections 2.4, 2.5, and 2.18 the project would result in less than significant impacts to biological resources, cultural resources and tribal cultural resources. Therefore, further analysis in the EIR is not warranted.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. CEQA Guidelines, Section 15130, requires a discussion of the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. The cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-specific impacts and should be guided by the standards of practicality and reasonableness.

As determined by this Initial Study, there may be potentially significant effects related to air quality, hazards and hazardous materials, hydrology and water quality, energy and transportation. Therefore, the potential contribution to cumulative impacts related to these resources will be discussed in the EIR.

Because the project would have less than significant or no impact on agriculture and forestry resources, biological resources, cultural resources, geology and soils, GHG emissions, land use and planning, mineral resources, noise, population and housing, public services, recreation, Tribal cultural resources, utilities and service systems, and wildfire it is determined that cumulative impacts related to these

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

resource areas would not result. Further discussion of the cumulative effect on these resources will not be further analyzed in the EIR

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Potentially Significant Impact. Based on the analysis above, the project has the potential to result in significant effects that may directly or indirectly effect human beings, specifically in regard to air quality, hazards and hazardous materials, hydrology and water quality, energy and transportation. As such, the project has the potential to result in environmental impacts that could cause substantial adverse effects on human beings, either directly or indirectly. Therefore, further analysis will be provided in the EIR.

Docusign Envelope ID: 2EA464F6-40DF-4ABF-A61A-8C15466432DD

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3.2 List of Preparers

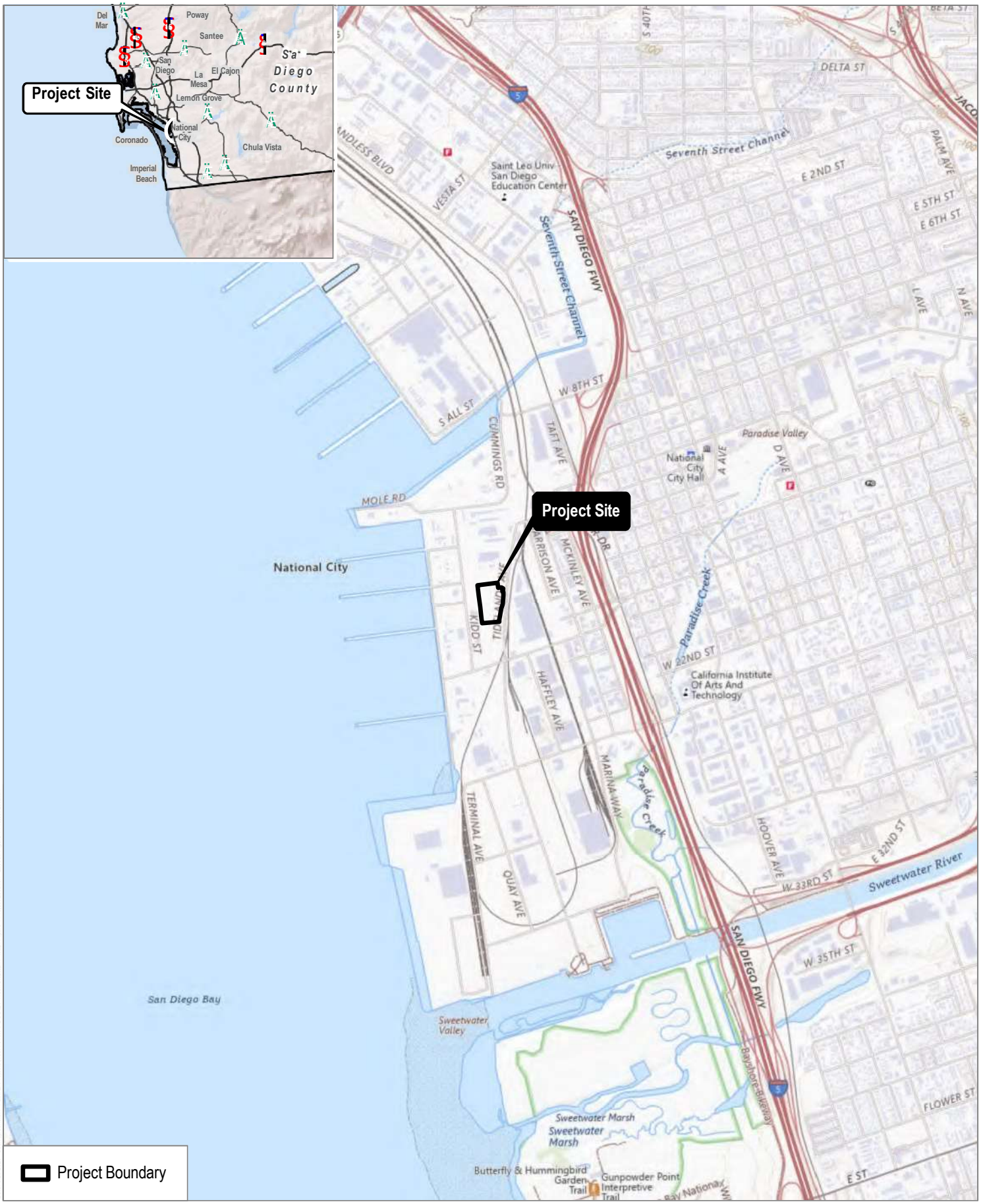
San Diego Unified Port District

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Dudek

Matt Valerio, Principal/Coastal Services Manager
Tuesday Christopher, Environmental Planner

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SOURCE: USGS National Map 2025

DUDEK n 0 1,000 2,000 Feet

FIGURE 1

Project Location

Tidelands Avenue Electric Truck Hub

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LEGEND:

- DUAL PORT SATELLITE DISPENSER
- SINGLE PORT SATELLITE DISPENSER
- POWER CABINET
- PICNIC TABLE
- SOLAR CANOPY OUTLINE
- LIGHT POLE
- FENCE
- # OVERNIGHT CHARGING STALL
- # OPPORTUNITY CHARGING STALL

SOURCE:

DUDEK

FIGURE 2

Proposed Site Plan

Tidelands Avenue Electric Truck Hub

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