



COMMUNITY DEVELOPMENT DEPARTMENT - PLANNING DIVISION
1243 NATIONAL CITY BLVD., NATIONAL CITY, CA 91950

PLANNING COMMISSION STAFF REPORT

Title: PUBLIC HEARING – CONSIDERATION OF CERTIFICATION OF A NEGATIVE DECLARATION AND APPROVAL OF A CONDITIONAL USE PERMIT AND COASTAL DEVELOPMENT PERMIT FOR LIQUIFIED PETROLEUM GAS (PROPANE) STORAGE AND DISPENSING LOCATED AT 2100 HAFFLEY AVENUE.

Case File No.: 2025-26 CUP, CDP, IS

Location: 2100 Haffley Avenue

Assessor’s Parcel Nos.: 559-040-08-01

Staff report by: Sophia Depew, Assistant Planner

Applicant: Chris Castiglione, West Air

Zoning designation: Medium Manufacturing – Coastal Zone (MM-CZ)

Adjacent land use/zoning:

- North: Wood Treatment Facility / MM-CZ
- East: Auto Rental Storage Lot / MM-CZ
- South: Fabrication Technology Industries & WestAir / MM-CZ
- West: BNSF tracks / MM-CZ

Environmental review: Initial Study and Negative Declaration

Staff recommendation: Certify the Negative Declaration and approve the Conditional Use Permit and Coastal Development Permit based on the attached findings and subject to the attached Conditions of Approval

Staff Recommendation

Staff recommends certification of the Negative Declaration and approval of the proposed project requesting a Conditional Use Permit (CUP) and Coastal Development Permit (CDP) for liquified petroleum gas storage and dispensing to install and operate a 30,000-gallon above ground propane tank based on the findings and subject to the recommended conditions in the attached resolution. The project is consistent with the General Plan and Local Coastal Plan.

Executive Summary

The applicant, WestAir, is a multi-use retail gas supplier proposing propane storage and dispensing operations at their new location at 2100 Haffley Avenue. The business is located in the Medium Manufacturing zone and Coastal Zone overlay. The property is an 88,880 square-foot industrial site, with an existing 24,000 square-foot warehouse building. The current use of the site, industrial gas warehouse and retail sales, is a use that is permitted by right in the absence of the requested propane storage and dispensing. WestAir has also been operating for several years at 2300 Haffley Avenue.

Due to the characteristics of the proposed project, an Initial Study (IS) checklist pursuant to the California Environmental Quality Act (CEQA) was prepared with a draft Negative Declaration (ND). Planning Commission approval is required for the certification of the ND, as well as the CUP and CDP. The initial request from the applicant included a hydrogen fueling station, which was later withdrawn.

The property is located within the City’s Coastal Zone (CZ) overlay and subject to the development regulations outlined in the Local Coastal Program (LCP). Since the Implementation Plan of the LCP has not been formally updated, properties within the CZ are still regulated by the previous Land Use Code (LUC). All projects in the CZ that require approval of a CUP must also have an approved CDP. The City of National City maintains permit jurisdiction for the subject property and, therefore, can approve a CDP.

Site Characteristics

Situated west of Haffley Avenue between West 19th Street and Bay Marina Drive, the two-acre site is located in the City’s industrial area, which encompasses a majority of the properties in the Coastal Zone west of Interstate 5. All surrounding properties are occupied by industrial uses and are within the same Medium Manufacturing-Coastal Zone (MM-CZ) zoning designation. To the north is a wood treatment facility. Located

south of the project site is a metal fabrication business, Fabrication Technology Industries, and the applicant's existing gas retail business, WestAir, which will remain in full operation. Directly abutting the property to the west are railway tracks operated by Burling Northern Santa Fe (BNSF). Across Haffley Avenue to the east is a rental car overflow site.

The property is currently occupied by a 24,000 square-foot warehouse building and a paved outdoor loading yard. There are two entrances off Haffley Avenue, one leading directly to employee/customer parking and the other provides access to the yard area where the proposed propane tank and appurtenances would be installed.

The site is included on a list of hazardous materials sites. It was previously operated by Univar, a global chemical and ingredients distributor which led to contamination of the site. As a result, installation of air sparge and soil vapor extraction wells occurred in March of 2022. Remediation of the site is ongoing. However, the environmental consultants for the remediation indicated the proposed tank is not incompatible with the existing vapor recovery system (Attachment 6).

Proposed Use

The applicant proposes to install and operate a 30,000-gallon above ground horizontal propane tank with associated dispensing equipment. Propane will be delivered via commercial propane transport trucks from regional suppliers and transported directly to the on-site 30,000-gallon storage tank once every two weeks. Propane will be dispensed for retail customers in five-to-twenty-five-gallon tanks.

Propane

As defined by the U.S. Department of Energy – Alternative Fuels Data Center, Propane is a three-carbon alkane gas (C₃H₈). It is stored under pressure inside a tank as a colorless, odorless liquid. As pressure is released, the liquid propane vaporizes and turns into gas that is used in combustion. An odorant, ethyl mercaptan, is added for leak detection. If spilled or released from a vehicle, it presents no threat to soil, surface water, or groundwater. Propane is produced as a byproduct of natural gas processing and crude oil refining (<https://afdc.energy.gov/fuels/propane-basics>).

Analysis

The existing multi-use retail gas supplier has requested to install and operate a propane storage tank, which is a permitted use in the MM zone with the approval of a CUP and a CDP.

General Plan

The proposal is consistent with the General Plan and the following General Plan policies.

Land Use (LU) Element

Policy LU 6.2 requires development to be consistent with the Zoning Code, General Plan, and applicable specific plans.

The proposed use is consistent with the Industrial (I) designation of the General Plan and with applicable Zoning Code requirements.

Land Use Code (LUC)

As discussed, the project is in a section of the CZ where the City retains permit jurisdiction and the development standards applied to the proposed development are contained within the previous version of the LUC. The project is located within the MM zone, which is regulated by Chapter 18.18 of the previous LUC. Land uses in the previous code are listed as permitted or permitted with a CUP under “use groups” that organize similar land uses into broader categories. Use Group 35 – Wholesaling, Warehousing and Distribution, which is allowed in the MM zone, permits for Bottled Gas Sales and Distribution by right. Use Group 23 – Medium Manufacturing, which is allowed in the MM zone, permits the storage and distribution of Liquefied Petroleum Gas (LPG) with the approval of a CUP. Section 18.84 of the previous LUC provide rules of operation for the installation and use of storage and dispensing for LPG. Operational rules include conforming with National City Fire Code and Unified Pressure Vessel Safety Code of the Division of Industrial Safety of the state, as well as requiring the dispensing of LPG be by fully competent and qualified persons, who understand the properties of propane, and who are thoroughly trained in safe practices for handling, distribution, and operation. These operational standards are included as conditions of approval.

The proposal has also been reviewed for conformance with applicable design regulations. The site is sufficient in size for the proposed use and meets the minimum required lot area

and frontage. The proposed location of the tank will adhere to minimum setbacks. The site is already developed and has existing outdoor screening and landscaping.

Coastal Zone

As previously noted, the business location is within the Coastal Zone. Under normal (non-discretionary permit) circumstances, no Coastal Development Permit (CDP) would be required as this area is exempt from CDPs. However, the need for a discretionary approval in this case (CUP) also triggers a CDP. The only difference with this application would be the need for two additional findings related to consistency with the Local Coastal Plan, which is included in the attached Resolution (Attachment 1). The two required findings for approval for CDPs are further discussed in the findings section.

Safety

Due to the type of use and the presence of hazardous material on site, the applicant will be required to submit detailed plans to the National City Fire Department prior to construction and operation of the propane tank. The plans will include an Emergency Disaster Response Plan, Cost Recovery Plan, trainings, and compliance with all applicable Fire Codes. In addition to the National City Fire Department, the project is subject to multiple federal, state, and local regulations that explicitly regulate the safety and handling of hazardous materials. Operations related to the storage and dispensing of propane will follow proper safety and operation protocols from all relevant federal, state, and local requirements.

Traffic

Potential traffic for the proposed use was analyzed in the Initial Study. The project is not expected to have any traffic related impacts. However, Staff has included a condition of approval requiring signage on site for trucks to adhere to approved truck routes in the City.

Mailing

All property owners and occupants within 300 feet of the property are required to be notified of a public hearing for CUP and CDP applications. Notice of this public hearing was sent to 13 occupants and owners. No comments have been received as of writing this report.

California Environmental Quality Act (CEQA)

In order to analyze any potential impacts resulting from the propane storage and dispensing, a CEQA checklist (Initial Study) was prepared. At the time this CUP application was submitted, the applicant also included a request for a hydrogen fueling station, which was later removed. The initial study is revised from the original version that was submitted for public review. Of note, the checklist addressed air quality, hazardous materials, noise, and traffic. Findings of no impact or less than significant impact for these areas of concern were largely due to fact that the site is an existing developed industrial property in an industrial area. Development of the site is limited to the propane tank and dispensing equipment with a canopy, which is heavily regulated through the building permit process. Additionally, the tank is only proposed to be filled biweekly, adding only one truck trip to the site every two weeks. Thus, additional air quality, hazards, noise and traffic issues are not anticipated.

The Initial Study for the original request was posted from October 3rd, 2025 to November 3rd, 2025. However, removal of the hydrogen fueling station substantially changed the scope of the project and a new initial study was posted.

The City established a 38-day public review and comment period for the new Initial Study from December 19th, 2025 to January 26th, 2026. During this period, the CEQA checklist (Initial Study or "IS") was available for review (Attachment 5). A Notice of Intent (NOI) for the ND was posted at City Hall. Staff received one comment after the review period related to monitoring the site during development for any potential archaeological discoveries for tribal cultural resources. The proposed project does not include any development with the potential to disturb subsurface deposits.

Negative Declaration Analysis

In the CEQA checklist, there are four possible impacts: "Potentially Significant Impact", "Less Than Significant w/ Mitigation Incorporation", "Less Than Significant Impact", and "No Impact." Almost all sections on the checklist had checkmarks for "No Impact." The sections that were identified as "less than significant" were related to Air Quality, Earthquakes, Hazards, Noise, and Public Service.

Based on the analyses presented in the attached CEQA checklist, it is concluded that the project: (a) would not have the potential to degrade the quality of the environment, impact the habitat of a fish or wildlife species, cause fish or wildlife population to drop

below self-sustaining levels, threaten to eliminate a plant or animal community, 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 because the site is an already developed/disturbed industrial site and there is no sensitive habitat on site; (b) would not have impacts that are individually limited, but cumulatively considerable because the project is proposed on an existing industrial site surrounded by other industrial uses. Development of the site is limited to the 30,000-gallon propane tank and associated dispensing equipment with a canopy. The addition of the tank is not expected to cause any impacts to the environment or to existing services; and, (c) would not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly because the transportation, installation and operation of the propane tank is regulated by Federal, State, and local agencies. These agencies have standard in place for any potential impacts related to air quality, safety, and nuisances. No significant impacts to the environment have been identified as a result of this project. Approval of the project is not expected to have any significant impacts, either long-term or short-term, nor will it cause substantial adverse effects on human beings, either directly or indirectly. As such, it is expected that project implementation would have no impact with respect to these mandatory findings of significance. Because no mitigation is required, the CEQA document converts to a Negative Declaration (ND).

Recommended Findings for the CUP and CDP

Required Findings for Approval

The (previous) Municipal Code contains four required findings for CUPs:

1. The site for the proposed use is adequate in size and shape: The project site is an existing developed industrial property meeting minimum lot size requirements for the Medium Manufacturing (MM) zone. The proposed propane tank will meet all required setbacks including separation from existing structures and property lines. There is an existing appropriately-size paved area to allow for the ingress and egress of trucks.
2. The site has sufficient access to streets and highways that are adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use: The project location is on the west side of the City where adequate

truck routes exist along Bay Marina Drive, Civic Center Drive, and Tidelands Avenue. Interstate 5 is directly accessible from these streets. In addition, the site has access from West 19th Street for ingress and egress of truck traffic. The addition of the propane tank will only result in one additional truck trip every other week to fill the tank.

3. The proposed use will not have an adverse effect upon adjacent or abutting properties: The proposed project is an industrial use consistent with the Medium Manufacturing (MM) zone description in the General Plan and will be subject to conditions of approval that ensure safe operation of the facility. Adjacent and abutting properties are occupied by similar industrial and manufacturing uses. As a condition of approval, the project is required to adhere to truck routes and maintain a screening fence. The project is also required to conform to all development standards and design guidelines of the MM zone.
4. The proposed use is deemed essential and desirable to the public convenience or welfare: The project facilitates the storage of LPG, a cleaner-burning fuel than conventional gasoline or diesel, expanding alternative fuel options. The use is consistent with the MM zone description, which is intended for uses in areas in which activities involve some degree of noise, vibration, air pollution, radiation, glare phenomena, and/or fire and explosive hazards.

In addition, projects in the Coastal Zone require two conditions related to CDPs:

1. The granting of said Coastal Development Permit will be consistent with all other plans and ordinances of the City of National City: The proposed use is permitted, subject to a CUP, by the Land Use Code, which is consistent with the General Plan. As discussed in the staff report, the project is consistent with policies in the Land Use Element and Safety Element of the General Plan.
2. The granting of said Coastal Development Permit will be consistent with and implements the Certified Local Coastal Program: The project is located in an area generally exempt from a Coastal Development Permit; involves a gas storage and distribution use, which is conditionally allowed in the MM zone; and will not prohibit coastal access or obstruct views.

Furthermore, a finding has been included in the draft resolution with regard to compliance with the California Environmental Quality Act (CEQA) and the certification of the Negative Declaration. The draft resolution for certifying the ND and approval of the CUP and CDP includes the following finding for CEQA:

1. The proposed project has been reviewed in compliance with the California Environmental Quality Act; The City conducted an Environmental Initial Study that determined the proposed project would not have a potentially significant environmental impact and qualifies for a Negative Declaration per Section 15071 of the CEQA Guidelines.

Optional Findings for Denial

The following finding recommended should the Planning Commission consider the denial of the CUP:

1. The proposed propane tank is not deemed essential and desirable to the public convenience and welfare, because the availability of propane is already established within the community and storage of additional propane is not needed.
2. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because the project would result in a significantly larger quantity of hazardous materials on site than would typically be in the MM zone, thereby increasing potential risk to properties in the vicinity.

One additional finding is recommended should the Planning Commission consider the denial of the CDP:

3. The granting of said Coastal Development Permit is inconsistent with applicable plans and ordinances within the City of National City because it is not deemed essential and desirable to the public convenience and welfare and may constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located.

Department Comments and Conditions of Approval

Comments were received from the Building Division and Fire Department. The Building Division provided comments related to conformance with applicable building and fire codes and additional comments related to the remediation, which are included as a condition of approval. The Fire Department provided comments related to required access and the design of fire-suppression equipment. Specialized equipment in the event of fire is also required due the presence of hazardous materials on site. The Planning Division has also included comments related to development standards, truck routes, screening, and monitoring. All comments have been incorporated as conditions of approval as well as general conditions related to CUPs and CDPs and can be found in the attached draft resolution for approval.

Summary

The proposed project is an industrial use at an existing industrial site. Development of the site includes the installation of a 30,000-gallon above ground horizontal propane tank with associated dispensing equipment and a canopy. The primary use of the site, industrial gas warehouse and retail sales, is a use that would be permitted by right in the absence of the propane storage and dispensing. The project was analyzed for any potential impacts resulting from the propane storage and dispensing as required by CEQA and due to the absence of impacts, a Negative Declaration was drafted. Conditions of approval are included to ensure the project implements all relevant federal, state, and local requirements for operation of the propane tank and dispensing equipment.

Planning Commission Options for Certification of the Negative Declaration

1. Certify that the Negative Declaration for the Proposed Project has been completed and processed in compliance with the requirements of CEQA; the Commission, as the decision-making body for the City, reviewed and considered the information contained in the Negative Declaration prior to approving the Proposed Project; and the Negative Declaration reflects the City's independent judgement and analysis, based on findings included in the Resolution, or other findings to be determined by the Planning Commission; or,
2. Find that the Negative Declaration for the Proposed Project has not been completed and processed in compliance with the requirements of CEQA based on findings to be determined by the Planning Commission; or,

3. Continue the item to a specific date to obtain additional information.

Planning Commission Options for the CUP and CDP

1. Approve 2025-26 CUP, CDP, IS subject to the conditions included in the Resolution, or other conditions, and based on the findings included in the Resolution, or other findings to be determined by the Planning Commission; or,
2. Deny 2025-26 CUP, CDP, IS based on the attached findings, or findings to be determined by the Planning Commission; or,
3. Continue the item to a specific date to obtain additional information.

Attachments

1. Draft Resolutions
2. Overhead
3. Applicant's Plans (Exhibit A, Case File No. 2025-26 CUP, CDP, IS, dated 12/11/2025)
4. Public Hearing Notice (Sent to 13 property owners & occupants)
5. Initial Study
6. Remediation Letter

RESOLUTION NO. 2026-03

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF NATIONAL CITY, CALIFORNIA CERTIFYING A NEGATIVE
DECLARATION AND APPROVING A CONDITIONAL USE PERMIT AND COASTAL
DEVELOPMENT PERMIT FOR LIQUIFIED PETROLEUM GAS (PROPANE)
STORAGE AND DISPENSING LOCATED AT 2100 HAFFLEY AVENUE IN THE
COASTAL ZONE.

CASE FILE NO. 2025-26 CUP CDP IS
APN: 559-040-08-01

WHEREAS, the Planning Commission of the City of National City considered a Conditional Use Permit and Coastal Development Permit for liquified petroleum gas (propane) storage and dispensing at an existing business (WestAir) located at 2100 Haffley Avenue. At a duly advertised public hearing held on March 16, 2026, at which time oral and documentary evidence was presented; and,

WHEREAS, at said public hearing, the Planning Commission considered the staff report contained in Case File No. 2025-26 CUP CDP IS maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning Commission at the public hearing held on March 16, 2026, support the following findings for certification of the Negative Declaration:

1. The proposed project has been reviewed in compliance with CEQA for which a Negative Declaration (ND) has been prepared. The ND determined that the proposed project could not have a significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning Commission at the public hearing held on March 16, 2026, support the following findings for approval of the Conditional Use Permit and Coastal Development Permit:

1. That the site for the proposed use is adequate in size and shape, because the project site is an existing developed industrial property meeting minimum lot size requirements for the Medium Manufacturing (MM) zone. The proposed propane

tank will meet all required setbacks including separation from existing structures and property lines. There is an existing appropriately-size paved area to allow for the ingress and egress of trucks.

2. That the site has sufficient access to streets and highways that are adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use, because the project location is on the west side of the City where adequate truck routes exist along Bay Marina Drive, Civic Center Drive, and Tidelands Avenue. Interstate 5 is directly accessible from these streets. In addition, the site has access from West 19th Street for ingress and egress of truck traffic. The addition of the propane tank will only result in one additional truck trip every other week to fill the tank.
3. That the proposed use will not have an adverse effect upon adjacent or abutting properties, because the proposed project is an industrial use consistent with the Medium Manufacturing (MM) zone description in the General Plan and will be subject to conditions of approval that ensure safe operation of the facility. Adjacent and abutting properties are occupied by similar industrial and manufacturing uses. As a condition of approval, the project is required to adhere to truck routes and maintain a screening fence. The project is also required to conform to all development standards and design guidelines of the MM zone.
4. That the proposed use is deemed essential and desirable to the public convenience or welfare, because the project facilitates the storage of propane, a cleaner-burning fuel than conventional gasoline or diesel, expanding alternative fuel options. The use is consistent with the MM zone description, which is intended for uses in areas in which activities involve some degree of noise, vibration, air pollution, radiation, glare phenomena, and/or fire and explosive hazards.
5. The granting of said Coastal Development Permit will be consistent with all other plans and ordinances of the City of National City: The proposed use is permitted, subject to a CUP, by the Land Use Code, which is consistent with the General Plan. As discussed in the staff report, the project is consistent with policies in the Land Use Element and Safety Element of the General Plan.
6. That The granting of said Coastal Development Permit will be consistent with and implements the Certified Local Coastal Program: The project is located in an area generally exempt from a Coastal Development Permit; involves a gas storage and distribution use, which is conditionally allowed in the MM zone; and will not prohibit coastal access or obstruct views.

7. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA); The City conducted an Environmental Initial Study that determined the proposed project would not have a potentially significant environmental impact and qualifies for a Negative Declaration per Section 15071 of the CEQA Guidelines.

BE IT FURTHER RESOLVED that the application for a Conditional Use Permit and Coastal Development Permit is approved subject to the following conditions:

General

1. This *Conditional Use Permit and Coastal Development Permit* authorizes the installation and operation of a 30,000-gallon above ground propane tank with associated dispensing equipment for a business (WestAir) located at 2100 Haffley Avenue. Plans submitted for permits associated with this project shall conform to Exhibit A, Case File No. 2025-26 CUP CDP IS, dated 12/11/2025.
2. Before this *Conditional Use Permit and Coastal Development Permit* shall become effective, the applicant and the property owner shall both sign and have notarized an Acceptance Form, provided by the Planning Division, acknowledging and accepting all conditions imposed upon the approval of this permit. Failure to return the signed and notarized Acceptance Form within 30 days of its receipt shall automatically terminate the *Conditional Use Permit and Coastal Development Permit*. The applicant or owner shall also submit evidence to the satisfaction of the Planning Division that a Notice of Restriction on Real Property is recorded with the County Recorder. The applicant or owner shall pay necessary recording fees to the County. The Notice of Restriction shall provide information that conditions imposed by approval of the *Conditional Use Permit and Coastal Development Permit* are binding on all present or future interest holders or estate holders of the property. The Notice of Restriction shall be approved as to form by the City Attorney and signed by the Director of Community Development prior to recordation.
3. This permit shall become null and void if not exercised within one year after adoption of the resolution of approval unless extended according to procedures specified in the Municipal Code.
4. This permit shall expire if the use authorized by this resolution is discontinued for a period of 12 months or longer. This permit may also be revoked, pursuant to provisions of the Land Use Code, if discontinued for any lesser period of time.
5. This *Conditional Use Permit* may be revoked if the operator is found to be in violation of any Conditions of Approval or applicable law. In the case of revocation, the associated Coastal Development Permit shall also be voided.

6. *Within four (4) days of approval*, pursuant to Fish and Game Code 711.4 and the California Code of Regulations, Title 14, Section 753.5, the applicant shall pay all necessary environmental filing fees for the San Diego County Clerk. Checks shall be made payable to the *San Diego County Clerk* and submitted to the National City Planning Department.

Building

7. The proposal will require a plan check submittal with professionally prepared construction drawings complying with the current adopted California Building Codes (CBC) at time of submittal (currently 2022 CBC, as of January 1, 2026 it will be the 2025 CBC).
8. An independent technical report showing compliance with NFPA 2 standards will be required and most of the items included in the report will need to be shown on the plans.
9. In regards to the foundation design, the Engineer of Record will need to address the potential removal of known contaminated soils at this specific site. A soils report showing soils conditions and allowable soils bearing pressures will be required and must coordinate with the Structural Engineer's design.
10. Plans shall identify the distance between the existing vapor recovery equipment and the proposed propane tank and dispensing equipment to ensure there is sufficient space to avoid any spark/ignition sources.
11. A Lighting Plan and Electrical Plans shall be submitted to the Building Division.
12. The site dispensing area and devices must meet accessibility requirements.

Fire

13. The site shall provide multiple all-weather, unobstructed access and egress routes that comply with California Fire Code Chapter 5 and Appendix D.
14. Roadways must support fire apparatus (minimum 75,000 lbs. GVW) and maintain a minimum 20-foot width with 13'6" vertical clearance.
15. Entrance/exit gates shall be equipped with a Knox Box and Emergency Strobes.
16. A Knox Key Switch shall be installed with the strobe and placed at the front of the property. Contact the National City Fire Department for the exact field location.
17. All fire department access roads shall be at least 20 feet wide and 14 feet high, with an all-weather surface supporting 75,000 pounds.
18. Where a fire hydrant is located on a fire apparatus road, the minimum width shall be 26 feet.

19. Aerial fire apparatus roads shall have a minimum width of 26 feet in the vicinity of buildings or hazardous storage.
20. A minimum turning radius of 28 feet is required for access.
21. The road grade shall not exceed 15%, per the Fire Code Official's standards.
22. Fire access roads must be painted and signed to prevent parking and obstruction.
23. The full width of access roads must remain unobstructed, including no vehicle parking.
24. Approved firefighting access shall be provided to construction and demolition sites.
25. Access must reach within 100 feet of all fire department connections.
26. Temporary or permanent roads must support apparatus under all weather conditions.
27. Specific requirements override general ones. The most restrictive code requirement shall apply where there are discrepancies.
28. Emergency routes shall be marked, well-lit, and obstruction-free.
29. Aerial apparatus access shall be provided where required.
30. Hydrants must be strategically located and meet CFC Appendix B & C flow requirements.
31. Hydrants shall be spaced no more than 300 feet apart.
32. Hydrants shall be within 400 feet of all roadway-accessible locations, measured from the nearest existing hydrant.
33. An approved underground water system shall support hydrants and sprinklers per NFPA 24 and local standards.
34. Where applicable, private mains shall meet all access and testing requirements.
35. All buildings shall be fully sprinklered per NFPA 13.
36. The system shall match building occupancy and hazard classification.
37. A monitored alarm system per NFPA 72 shall include required smoke and heat detection.
38. Continuous detection systems must be installed in all areas with fuel storage, transfer, or dispensing.
39. Systems must activate visual/audible alarms and automatic shutdowns per NFPA and CFC.

40. Clearly marked, accessible emergency fuel shut-off valves must be installed throughout the site.
41. Propane storage limits shall comply with CFC Chapter 60 and hazardous materials regulations.
42. The project shall follow all zoning rules, utility plans, and emergency access standards.
43. The facility must remain compliant with updated codes.
44. Periodic reviews and inspections are required.
45. Joint pre-incident walkthroughs with the Fire Department are required prior to occupancy and annually.
46. The facility must support Fire Department training, including full-scale hazardous materials scenarios.
47. The developer shall provide specialized equipment as needed for propane incidents, including:
 - a. Fire-resistant hydrogen handling suits
 - b. Gas detection and monitoring devices
 - c. Specialized nozzles or tools
 - d. Any additional equipment as needed
48. Training must be delivered on any unique firefighting tools or equipment before operation and on a regular basis.
49. A comprehensive Emergency Disaster Response Plan must be submitted, covering:
 - a. Incident command
 - b. Notification procedures
 - c. Evacuation and emergency system activation
50. The facility must include a Cost Recovery Plan to reimburse the Fire Department for emergency responses. This includes:
 - a. Personnel time (including overtime)
 - b. Apparatus and equipment use
 - c. Replacement of damaged/contaminated gear
 - d. Administrative costs
 - e. This plan must be submitted and approved before operation begins.

51. Strict compliance with fire, building, and environmental codes is required.
52. Developers must submit detailed plans showing:
 - a. Fire access routes
 - b. Hydrant locations
 - c. Water supply systems
 - d. Gas detection and fire protection infrastructure
53. Ongoing coordination with the Fire Department is essential, including:
 - a. Pre-incident planning
 - b. Annual inspections
 - c. Emergency drills
54. A cost recovery plan must be integrated into the facility's emergency response planning.
55. Supporting documents are considered mandatory for compliance and must be incorporated into all project phases.
56. The project shall;
 - a. Review and adhere to all attached documents
 - b. Submit updated plans demonstrating full compliance
 - c. Engage in scheduled meetings with Fire Department officials
 - d. Support training, equipment procurement, and cost recovery efforts

Planning

57. The facility shall at all times be operated in conformance with all San Diego Air Pollution Control District (SDAPCD) rules and regulations pertaining to the proposed use including, but not limited to, nuisance odors and emissions standards.
58. All required federal, state, or local permits for the installation and operation of the facility shall be approved prior to start of operations. Permits shall be maintained for the life of the project. Failure to maintain proper operating permits shall constitute a violation of this CUP and CDP.
59. The dispensing of liquefied petroleum gas shall be conducted by a fully competent and qualified person, who understands the properties of propane and who is thoroughly trained in safe practices for handling, distribution, and operation.

60. All development plans submitted for the construction of the proposed facility shall adhere to the design regulations of Section 18.18.180 of the previous Land Use Code (Ord. 1503 § 1 (part), 1976: NCLUC § 972-6 (part)).
61. Plans submitted for construction shall conform to Chapter 18.60 – Outdoor Lighting of the previous Land Use Code (Ord. 1503 § I (part), 1976: NCLUC § 975-10).
62. Plans submitted for construction shall conform to Chapter 18.86 - Mechanical Equipment of the previous Land Use Code (Ord. 1503 § 1 (part), 1976: NCLUC § 976-1 (part)).
63. The applicant shall comply with all applicable standards required by outside agencies and service providers. San Diego Gas and Electric and Sweetwater Authority shall be consulted during submittal of development permits.
64. The applicant shall maintain a six-foot high screening fence. Broken or missing fence slats shall be replaced as needed.
65. All activities shall comply with the noise limits contained in Title 12 of the National City Municipal Code.
66. Signage shall be added to the exit from the fuel dispensing area indicating a right turn only for trucks in order to direct them to the nearest truck route on Bay Marina Drive.
67. All interested Tribes shall be informed as the project progresses and shall receive project updates, reports of investigation, and/or any documentation that may be generated regarding previously recorded or newly discovered sites. Archaeological and Tribal Cultural monitoring on all ground disturbance activities is required. If the project boundaries are modified to extend beyond the currently proposed limits, the tribes shall be updated and given the opportunity to respond to changes.
68. The operator of the business shall maintain an active business license and ensure that the business license is renewed annually.

Indemnification Agreement

The Applicant shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify the Applicant of any claim, action, or proceeding. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, the Applicant shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the

event of a disagreement between the City and Applicant regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Applicant shall not be required to pay or perform any settlement unless such settlement is approved by the Applicant.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

BE IT FINALLY RESOLVED that this Resolution shall become effective and final on the day following the City Council meeting where the Planning Commission resolution is set for review, unless an appeal in writing is filed with the City Clerk. The City Council may, at that meeting, review or appeal the decision of the Planning Commission by setting the matter for a public hearing.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of March 16, 2026, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

CHAIRPERSON

RESOLUTION NO. 2026-03

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF NATIONAL CITY, CALIFORNIA
DENYING A CONDITIONAL USE PERMIT AND COASTAL DEVELOPMENT PERMIT
FOR LIQUIFIED PETROLEUM GAS (PROPANE) STORAGE AND DISPENSING
LOCATED AT 2100 HAFFLEY AVENUE IN THE COASTAL ZONE
CASE FILE NO. 2025-26 CUP CDP IS
APN: 559-040-08-01

WHEREAS, the Planning Commission of the City of National City considered a Conditional Use Permit and Coastal Development for liquified petroleum gas (propane) storage and dispensing at an existing business (WestAir) located at 2100 Haffley Avenue. At a duly advertised public hearing held on March 16, 2026, at which time oral and documentary evidence was presented; and,

WHEREAS, at said public hearing, the Planning Commission considered the staff report contained in Case File No. 2025-26 CUP CDP IS maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning Commission at the public hearing held on March 16, 2026, support the following findings:

1. The proposed propane tank is not deemed essential and desirable to the public convenience and welfare, because the availability of propane is already established within the community and storage of additional propane is not needed.
2. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because the project would result in a significantly larger quantity of hazardous materials on site than would typically be in the MM zone, thereby increasing potential risk to properties in the vicinity.

3. Based on the above findings, the granting of said Coastal Development Permit is inconsistent with applicable plans and ordinances within the City of National City because it is not deemed essential and desirable to the public convenience and welfare and may constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

BE IT FINALLY RESOLVED that this Resolution shall become effective and final on the day following the City Council meeting where the Planning Commission resolution is set for review, unless an appeal in writing is filed with the City Clerk. The City Council may, at that meeting, review or appeal the decision of the Planning Commission by setting the matter for a public hearing.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of March 16, 2026, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

CHAIRPERSON

2025-26 CUP CDP IS- 2100 Haffley Avenue – Overhead



CONSTRUCTION NOTES

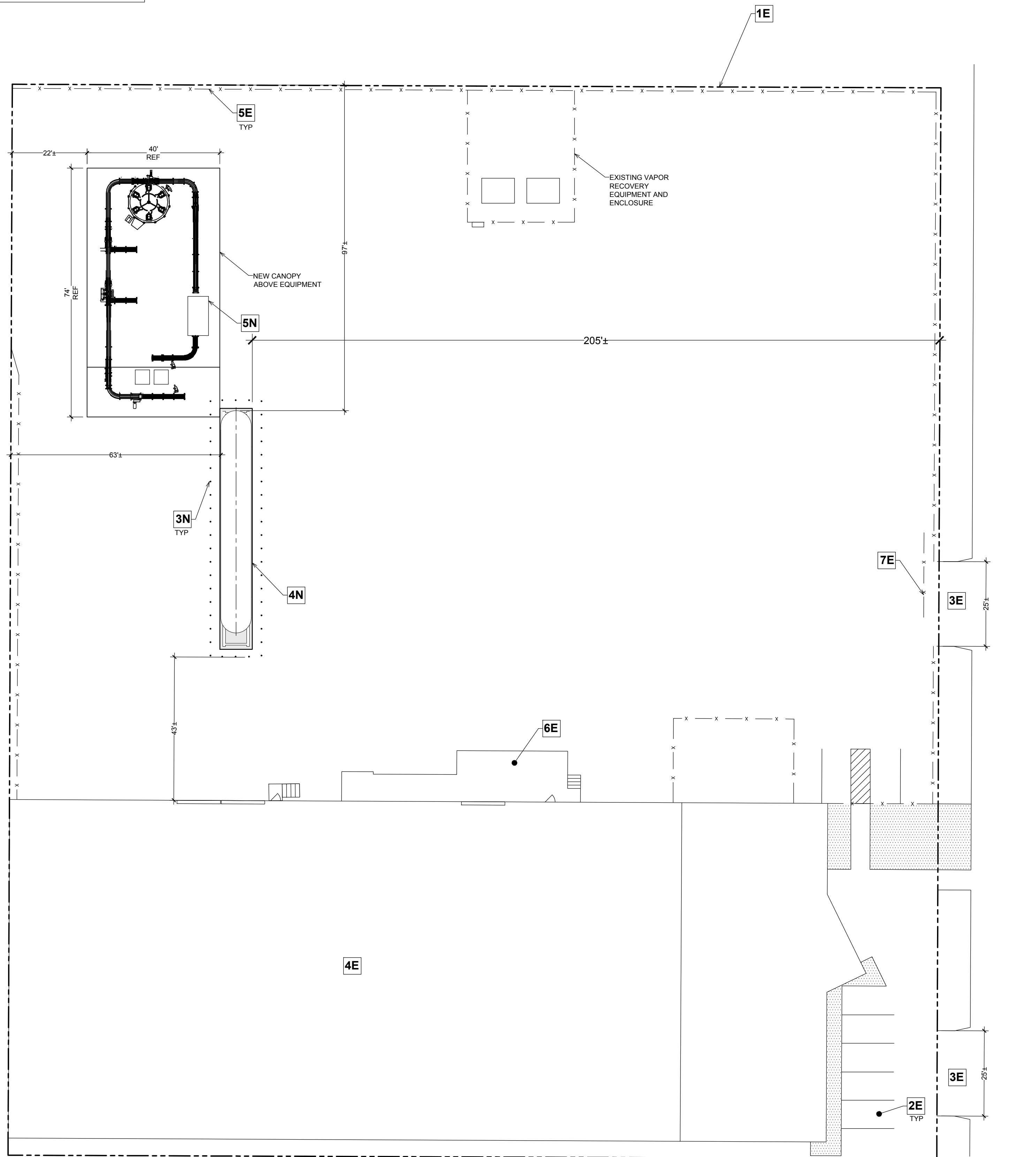
1. GENERAL CONSIDERATIONS

- ALL WORK SHALL BE PERFORMED IN COMPLIANCE WITH THE PRINCIPLES OF GOOD CONSTRUCTION PRACTICE.
- ALL WORK SHALL BE PERFORMED IN COMPLIANCE WITH ALL APPLICABLE REQUIREMENTS OF THE LOCAL, STATE, AND NATIONAL CODES, AS WELL AS WITH THE PRINCIPLES OF GOOD CONSTRUCTION PRACTICE.
- DURING THE CONSTRUCTION PERIOD THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY (INCLUDING FIRE SAFETY) OF THE NEW, AS WELL AS EXISTING, STRUCTURES. THE CONTRACTOR SHALL PROVIDE ADEQUATE SHORING, BRACING, AND GUYS IN ACCORDANCE WITH ALL NATIONAL, STATE, AND LOCAL SAFETY ORDINANCES. THAT RESPONSIBILITY SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS. ANY DEVIATION FROM SUCH ORDINANCES MUST BE REVIEWED AND APPROVED BY SGE PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL THOROUGHLY REVIEW THE PLANS AND CHECK ALL DIMENSIONS PRIOR TO COMMENCING THE WORK. ALL DISCREPANCIES SHALL BE CALLED TO THE ATTENTION OF SGE AND RESOLVED BEFORE PROCEEDING WITH THE WORK.
- THE CONTRACTOR SHOULD NOT PROCEED WITH CONSTRUCTION IN CASE OF CONFLICT(S) BETWEEN THE DETAILS, AND/OR BETWEEN THE DETAILS AND PLANS, AND/OR BETWEEN THE PLANS AND SCHEDULES. THE CONSTRUCTION SHALL RESUME ONLY UPON THE FULL RESOLUTION OF SUCH CONFLICT BY SGE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESTORATION OF WORKING CONDITION OF ALL EXISTING COMPONENTS AND STRUCTURES AFFECTED BY THIS CONSTRUCTION. THE CONTRACTOR SHALL CONSTANTLY KEEP THE AREA OF CONSTRUCTION FROM ACCUMULATION OF WASTE MATERIALS AND DEBRIS.
- AT THE END OF EACH DAY OF CONSTRUCTION ACTIVITY, ALL CONSTRUCTION DEBRIS AND WASTE MATERIALS SHALL BE COLLECTED AND PROPERLY DISPOSED IN TRASH OR RECYCLE BINS. AT THE END OF WORK, THE CONTRACTOR SHALL REMOVE ALL WASTE, SURPLUS MATERIAL, TOOLS, AND EQUIPMENT.
- THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONJUNCTION WITH THIS PROJECT EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE ENGINEER.
- DO NOT SCALE THESE DRAWINGS. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER ASSUMED OR SCALED DIMENSIONS.
- ALL DIMENSIONS ARE TO FACE OF FINISHED SURFACES. LAYOUT OF STRUCTURES AND FOUNDATIONS MUST BE DETERMINED BY EXAMINATION OF PLANS AND FINISH MATERIALS SELECTED AND SHALL NOT BE ASSUMED AS BEING EXPRESSED BY THE WRITTEN FINISHED SURFACE DIMENSIONS.
- K. SITE DRAWINGS ARE BASED UPON THE PLANS OBTAINED FROM THE AUTHORITY HOLDING JURISDICTION (AHJ), AND/OR PROVIDED BY THE PROPERTY OWNER AND/OR AVAILABLE AERIAL IMAGES, UNLESS NOTED OTHERWISE, NO TOPOGRAPHIC, BOUNDARY, OR LAND TITLE SURVEY WAS PERFORMED FOR THE PROJECT.
- L. ALL CUTSHEETS, DETAILS, AND DIMENSIONS MARKED "FOR REFERENCE ONLY" REFLECT INFORMATION BY OTHERS. ARE PRESENTED EXCLUSIVELY FOR REFERENCE PURPOSES, AND USED BY SGE AS A BASIS FOR STRUCTURAL DESIGN, UNLESS NOTED OTHERWISE, THE VERACITY OF THE INFORMATION, AS WELL AS THE ADEQUACY OF EQUIPMENT BY OTHERS WAS NOT VERIFIED AND WAS ASSUMED BY SGE AS COMPLIANT WITH ALL APPLICABLE CODES AND STANDARDS. THE SGE STAMP AND SIGNATURE PERTAIN EXCLUSIVELY TO THE PORTIONS OF THE STRUCTURAL DRAWINGS AND CALCULATIONS DEVELOPED BY SGE.
- M. THIS SITE DRAWING PROVIDED IS INTENDED SOLELY FOR GENERAL CONTEXT, SHOWING THE LOCATION OF THE SUBJECT PROJECT WITHIN THE SITE. IT IS NOT INTENDED TO ESTABLISH SITE BOUNDARIES, EASEMENTS, FIRE-CODE COMPLIANCE, OR ANY OTHER DESIGN ASPECTS. SUCH ASPECTS SHALL BE REVIEWED AND ADDRESSED BY THE APPROPRIATE PROFESSIONALS.

2. STORMWATER, EROSION, AND ENVIRONMENTAL CONSIDERATIONS

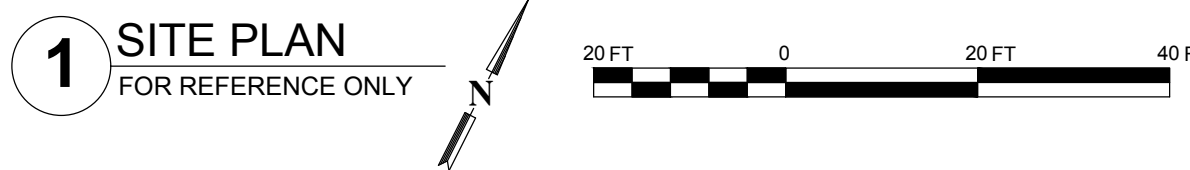
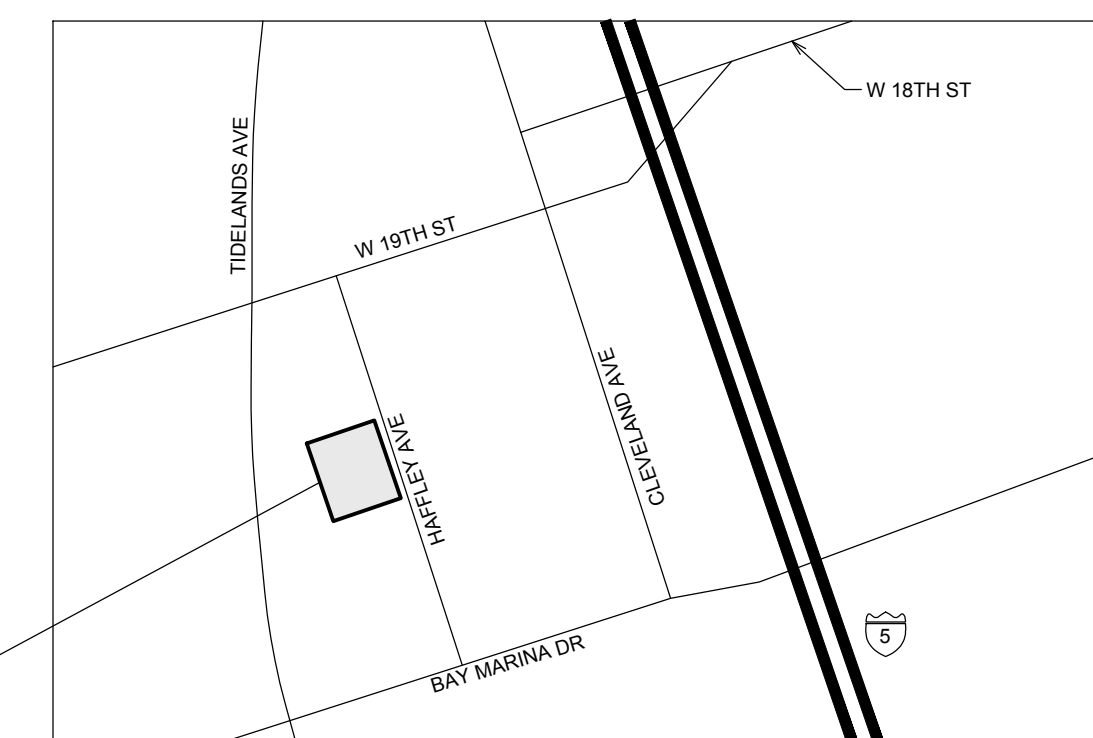
- ALL CONSTRUCTION WORK SHALL FULLY COMPLY WITH ALL STORMWATER, EROSION, GRADING, AND ENVIRONMENTAL REQUIREMENTS OF THE LOCAL, STATE AND FEDERAL CODES - INCLUDING (BUT NOT LIMITED TO) THE FOLLOWING:
- ALL CONSTRUCTION CONTRACTOR AND SUBCONTRACTOR PERSONNEL ARE TO BE MADE AWARE OF, AND COMPLY WITH, THE AUTHORITY HOLDING JURISDICTION (AHJ) BEST MANAGEMENT PRACTICES (BMP) AND GOOD HOUSEKEEPING MEASURES FOR THE PROJECT SITE AND ANY ASSOCIATED CONSTRUCTION STAGING AREAS.
 - APPROPRIATE BMP FOR CONSTRUCTION-RELATED MATERIALS, WASTES, AND SPILLS SHALL BE IMPLEMENTED TO MINIMIZE TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES, OR ADJOINING PROPERTY BY WIND OR RUNOFF.
 - CONSTRUCTION SITES SHALL BE MAINTAINED IN SUCH A CONDITION THAT AN ANTICIPATED STORM DOES NOT CARRY WASTES OR POLLUTANTS OFF THE SITE. DISCHARGES OF MATERIAL OTHER THAN STORMWATER ARE ALLOWED ONLY WHEN NECESSARY FOR PERFORMANCE AND COMPLETION OF CONSTRUCTION PRACTICES AND WHERE THEY DO NOT: (A) CAUSE OR CONTRIBUTE TO A VIOLATION OF ANY WATER QUALITY STANDARD; (B) CAUSE OR THREATEN TO CAUSE POLLUTION, CONTAMINATION, OR NUISANCE; AND/OR (C) CONTAIN A HAZARDOUS SUBSTANCE IN A QUANTITY REPORTABLE UNDER FEDERAL REGULATIONS CFR PARTS 117 AND 302.
 - RUNOFF FROM EQUIPMENT AND VEHICLE WASHING SHALL BE CONTAINED AT CONSTRUCTION SITES UNLESS TREATED TO REDUCE OR REMOVE SEDIMENT OR OTHER POLLUTANTS.
 - POTENTIAL POLLUTANTS INCLUDE, BUT ARE NOT LIMITED TO: SOLID OR LIQUID CHEMICAL SPILLS; WASTES FROM PAINTS, STAINS, SEALANTS, GLUES, LIMES, PESTICIDES, HERBICIDES, WOOD PRESERVATIVES AND SOLVENTS; ASBESTOS FIBERS, PAINT FLAKES OR STUCCO FRAGMENTS; FUELS, OILS, LUBRICANTS, AND HYDRAULIC, RADIATOR OR BATTERY FLUIDS; FERTILIZERS, VEHICLE/EQUIPMENT WASH WATER AND CONCRETE WASH WATER, CONCRETE, DETERGENT OR FLOATABLE WASTES, WASTES FROM ANY ENGINE/ EQUIPMENT STEAM CLEANING OR CHEMICAL DEGREASING AND SUPERCHLORINATED POTABLE WATER LINE FLUSHING.
 - DURING CONSTRUCTION, THE DISPOSAL OF SUCH MATERIALS SHALL OCCUR IN A SPECIFIED AND CONTROLLED TEMPORARY AREA ON-SITE PHYSICALLY SEPARATED FROM STORMWATER RUNOFF, WITH ULTIMATE DISPOSAL IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.
 - DEWATERING OF CONTAMINATED GROUND WATER OR DISCHARGING OF CONTAMINATED SOILS VIA SURFACE EROSION IS PROHIBITED. DEWATERING OF NON-CONTAMINATED GROUND WATER REQUIRES A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE RESPECTIVE STATE REGIONAL WATER QUALITY BOARD.
 - SEDIMENT FROM AREAS DISTURBED BY CONSTRUCTION SHALL BE RETAINED ON SITE USING STRUCTURAL CONTROLS TO THE MAXIMUM PRACTICAL EXTENT.
 - STOCKPILES OF SOIL SHALL BE PROPERLY CONTAINED TO MINIMIZE SEDIMENT TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES OR ADJACENT PROPERTIES VIA RUNOFF, VEHICLE TRACKING, OR WIND.
 - GRADED AREAS ON THE PERMITTED AREA PERIMETER MUST DRAIN AWAY FROM THE FACE OF THE SLOPES AND TOWARD DESILTING FACILITIES AT THE CONCLUSION OF EACH WORKING DAY.
 - THE PERMITTEE AND THE CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE THE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREAS WHERE IMPOUNDED WATER CREATES A HAZARDOUS CONDITION.
 - THE PERMITTEE AND THE CONTRACTOR SHALL ENSURE THAT THE EROSION CONTROL WORK IS IN ACCORDANCE WITH THE APPROVED PLANS.

1. THE SITE PLAN WAS DEVELOPED BASED ON A SURVEY BY OTHERS.



PROJECT INFORMATION		
SCOPE OF WORK	NO CHANGE	INSTALLATION OF A NEW PROPANE TANK NO CHANGE IN PARKING NO CHANGE IN FLOOR AREA
PROJECT ADDRESS	<input checked="" type="checkbox"/>	2100 HAFFLEY AVENUE, NATIONAL CITY, CA 91950
PROJECT COORDINATES	<input checked="" type="checkbox"/>	32.861095, -117.113951
ASSESSOR PARCEL NUMBER	<input checked="" type="checkbox"/>	559-040-08-01
ZONING	<input checked="" type="checkbox"/>	MM - MEDIUM INDUSTRIAL
CODES		2022 CALIFORNIA BUILDING CODE 2022 CALIFORNIA FIRE CODE 2022 CALIFORNIA PLUMBING CODE
LOT SIZE	<input checked="" type="checkbox"/>	2.04 ACRES

KEYNOTES			
EXISTING (E), NO CHANGE BY OTHERS, NIC		NEW (N)	
1E	PROPERTY LINE	1N	NOT USED
2E	PARKING	2N	NOT USED
3E	DRIVEWAY	3N	BOLLARDS
4E	BUILDING	4N	PROPANE TANK
5E	FENCE	5N	FILL EQUIPMENT
6E	DOCK		
7E	GATE		



FOR REVIEW ONLY
NOT FOR CONSTRUCTION

CLIENT
westair
WESTAIR GASES & EQUIPMENT, INC.
2506 MARKET ST,
SAN DIEGO, CA 92102

CONDITIONAL USE PERMIT
LOCATION
Westair Gases & Equipment, Inc.
2100 Haffley Avenue, National City, CA 91950

THESE PLANS WERE DEVELOPED RESTRICTIVELY FOR USE ON THE STRUCTURES AND BY PERSONS/COMPANY AS SPECIFIED IN THE TITLE BLOCK. ANY OTHER USE (INCLUDING, BUT NOT LIMITED TO, DISSEMINATION AND COPYING) OF THESE PLANS OR ANY USE OF THE PLANS BY ANY PARTY OR PARTIES OTHER THAN THE ONES SPECIFIED IN THE TITLE BLOCK ARE STRICTLY PROHIBITED, UNLESS UNDER A WRITTEN PERMISSION BY SGE.

December 3, 2025
SGE JOB No. 525.064.558
1/2 WESTAIR NATIONAL CITY - SITE PLAN (RW ADDED PROPANE)

REV	DATE	DESCRIPTION	BY	APP
DATE: December 3, 2025				
PROJECT MANAGER		RW		
PROJECT ENGINEER		RW		
REVIEWED BY		RW		
APPROVED BY		RW		

TOTAL SITE PLAN SHEETS - 1
SITE PLAN & PROJECT INFORMATION

SP1



NOTICE OF PUBLIC HEARING

CONSIDERATION OF CERTIFICATION OF A NEGATIVE DECLARATION AND A
CONDITIONAL USE PERMIT AND COASTAL DEVELOPMENT PERMIT FOR LIQUIFIED
PETROLEUM GAS (PROPANE) STORAGE AND DISPENSING LOCATED AT 2100
HAFFLEY AVENUE
CASE FILE NO.: 2025-26 CUP CDP IS
APN: 559-040-08-01

NOTICE IS HEREBY GIVEN that the National City Planning Commission will hold a public hearing after the hour of 6:00 p.m. **Monday, March 16, 2026**, in the City Council Chambers, located at the Civic Center, 1243 National City Boulevard, National City, California, on the following item:

The applicant (WestAir) proposes to install and operate a 30,000-gallon above ground horizontal propane tank with associated dispensing equipment. The proposed business includes the development and operation of a multi-use retail gas supplier providing; propane storage and dispensing operations, industrial gas retail sales and warehousing, and administrative offices for customer service and distribution operations. The City conducted an Environmental Initial Study that determined the proposed project would not have a potentially significant environmental impact and qualifies for a Negative Declaration per Section 15071 of the CEQA Guidelines.

Information is available for review at the City's Planning Division, Civic Center. Members of the public are invited to comment orally at the hearing or in writing. Written comments should be received by the Planning Division on or before 2:00 p.m., **March 16, 2026** by submitting it to PlcPubComment@nationalcityca.gov. Planning staff can be contacted at 619-336-4310 or planning@nationalcityca.gov.

Under California Government Code section 65009, if you challenge the nature of the proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) INITIAL STUDY CHECKLIST

CITY OF NATIONAL CITY
Community Development Department – Planning Division
1243 National City Boulevard
National City, CA 91950

1. PROJECT TITLE/PROJECT #: 2025-26 CUP CDP IS– Conditional Use Permit, Coastal Development Permit, and Initial Study for a property located at 2100 Haffley Avenue for Bulk Liquified Petroleum Gas Storage.

2. LEAD AGENCY: City of National City
Community Development Department – Planning Division
1243 National City Boulevard
National City, CA 91950

Contact: Sophia Depew, Assistant Planner
Phone: (619) 336-4381

3. PROJECT LOCATION: 2100 Haffley Avenue, National City, CA 91950

4. PROJECT PROPONENT: Chris Castiglione

5. ZONING DESIGNATION: Medium Manufacturing – Coastal Zone (MM-CZ)

6. PROJECT DESCRIPTION:

The applicant (WestAir) is proposing the development and operation of a multi-use retail gas supplier providing, bulk propane storage and dispensing operations, industrial gas retail sales and warehousing, and administrative offices for customer service and distribution operations. The business will be located at 2100 Haffley Avenue which is in the Medium Manufacturing zone and Coastal Zone. The property is an 88,880 square-foot industrial site, with an existing 24,000 square-foot warehouse building. The remaining area is a paved outdoor loading yard. A total of 14 employees will work at the site, with varying shifts to support business operations. The business will operate during regular business hours.

The site currently has two entrances located off of Haffley Avenue. One leads directly to employee/customer parking, while the second entrance provides access directly to yard area. Development of the site includes the addition of an above ground 30,000-gallon horizontal propane tank with associated dispensing equipment.

Propane will be delivered via commercial propane transport trucks from regional suppliers and transported directly to the on-site 30,000 gallon storage tank. Propane will be dispensed for retail customers, filling five gallon to twenty-five gallon tanks as needed for customers. Due to the hazardous nature of the materials, an Emergency Disaster Response Plan (EDRP) will be developed and implemented to address the hazardous materials on site.

The Medium Manufacturing zone requires a Conditional Use Permit for bulk liquified petroleum gas storage. The Initial Study has been prepared for that portion of the project only.

7. SURROUNDING LAND USES AND SETTING:

The site is located in the City’s industrial area which encompasses a majority of the properties in the Coastal Zone, west of Interstate 5. All surrounding properties are industrial and located within the same Medium Manufacturing (MM) zoning designation. To the north, the property is a wood treatment facility. Located south of the project site is a metal fabrication business and the applicant’s (WestAir) existing gas retail business, which will remain in full operation. Directly abutting the property to the west are Railway tracks operated by Burling Northern Santa Fe (BNSF). The site is accessed from the east, off of Haffley Avenue. Across Haffley is a rental car overflow site.

Directly east of Interstate 5 is the City’s Westside Specific Plan Area, a quarter-mile away from the site. The nearest school, Kimball Elementary, is located approximately half a mile from the site. Also within the vicinity of the site is the Unified Port of San Diego, National City Marine Terminal, and Naval Base San Diego.

8. OTHER AGENCIES WHOSE APPROVAL MAY BE REQUIRED (AND PERMITS NEEDED):

San Diego County Air Pollution Control District (Air Quality Permit for above-ground storage tanks)

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” or is “Potentially Significant Unless Mitigated,” as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

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 the mitigation measures described on an attached sheet have been added to the project. **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 significant effect(s) 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, if the effect is a “potentially significant impact” or is “potentially significant unless mitigated.” An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effect that remains to be addressed.

Signature	Date
Printed Name: Sophia Depew	December 17, 2025 Title: Assistant Planner

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 the project. A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address 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 EIR is required.
4. “Negative Declaration: Less than Significant w/ Mitigation Incorporated” applied where the incorporation of a mitigation measure has reduced an effect from “Potentially Significant Impact” to “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).
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). References 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 whichever format is selected.
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.

ISSUES with Supporting Documentation & Sources

I – AESTHETICS - Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime Views in the area? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The project site is an existing industrial lot and is surrounded by existing developed or disturbed areas. Although the San Diego Bay is located within a quarter-mile of the project site, there will be a no impact to the scenic vista because the site is already developed and surrounded by other industrial development. The addition of the proposed propane tank will be required to follow the development standards in the code, including maximum height. Industrial uses taking place outdoors also require a six-foot screening fence. The applicant is taking over a previously unoccupied space, which will allow for better upkeep of the property.

There are no other scenic vistas or resources in the area that would be affected by the project. The existing visual character is low due to the existing industrial uses surround the site. Any proposed development is required to meet the lighting standards in the Chapter 18.60 of the National City Municipal Code (“Code”), which regulates light and glare. Additionally, the existing development site already has lighting on site and no lighting is proposed at this time.

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 & Site Assessment Model (1997) prepared by the California Dept. of 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.

Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
---	--	---	----------------------

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? (Sources: 1, 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 1, 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| 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))? (Sources: 1, 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? (Sources: 1, 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| 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? (Sources: 1, 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

The City of National City does not contain farmland or agricultural resources, forest land, nor any land zoned for agricultural use. As such, approval of this project will have no impact on such lands or resources.

III – AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 1, 2, 3,7,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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? (Sources: 1, 2, 3,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 1, 2, 3,7,20)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Sources: 1, 2, 3,7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The City does not have any applicable air quality plan or standards that would apply in this case. Air quality is under the purview of the San Diego County Air Pollution Control District. The County of San Diego and National City are in attainment for all California Clean Air Act (CCAA) pollutants with the exception of ozone. Approval of this project will not conflict with or obstruct the implementation of the San Diego County Regional Air Quality Strategy (RAQS) to manage air quality in our region. The project will obtain permits from the San Diego County Air Pollution Control District that ensures the project is in line with the goals in the RAQS.

The closest residences are located within a quarter-mile and Kimball Elementary is located approximately a half-mile from the project site. Since the site is already developed, construction is limited to the addition of the propane tank. SDAPCD also has adopted Rule 55 to limit the impacts of particulate matter during construction activities. Due to the limited scope of the project, construction and operation will have less than significant impact related to exposing sensitive receptors to substantial pollutant concentrations or resulting in other emission (odors) that would adversely affect a substantial number of people.

IV – BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service? (Sources: 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

(Sources:6)

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|----------|
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| 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? (Sources: 6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| 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? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

The project site was previously developed and utilized as an industrial site. The site contains no native or non-native vegetation. Also, no jurisdictional wetlands, other sensitive habitat, or sensitive species are located on the property; and data provided by the U.S. Fish & Wildlife Service indicate the proposed project site contains no jurisdictional wetlands or jurisdictional waters of U.S. or state-defined streambeds.

The project site is located completely within an urbanized area, surrounded by development and contains no sensitive habitats or biological resources that are protected by local policies or ordinances. There are also no adopted habitat conservation plans within the City of National City. Therefore, the proposed development would have no impact.

V – CULTURAL RESOURCES

Would the project:

- | | Potentially Significant Impact | Less Than Significant w/ Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

The project is a completely developed site. No historical or archaeological resources as defined in Section 15064.5 are known to exist on the proposed project site. There is one recorded historical site (Santa Fe Depot) on the National Registrar located within a half-mile of the project site. However, the proposed project will not cause a substantial adverse change to the nearby historical site.

Any construction would occur in an area currently comprised of impermeable (e.g. concrete, asphalt) material. No grading is proposed. Additionally, the already developed nature of the area suggests that no impacts to archaeological resources are anticipated. As such, there is a relatively low probability of disturbing any human remains and therefore, no impact. In the event of the accidental discovery or recognition of any

human remains during construction, the applicant shall take all appropriate steps as required by relevant federal, state, and local laws, including California Health and Safety Code 7050.5. Therefore, the proposed project would not result in no impact to cultural resources.

V – Energy

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Sources: 1, 3, , 9, 13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Sources: 1, 3, 4, 9, 13,15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The project site is located in an area designated for industrial use. The facility will be served by existing electrical and gas infrastructure. The storage facility is not anticipated to increase demand on the electrical grid or natural gas lines beyond the baseline consumption for lighting, security, and minor office use.

Construction of the LPG above ground tank will require the use of energy to power heavy equipment, transport materials, and install the storage tank and dispensing equipment. Energy-consuming equipment would include construction vehicles, cranes, welders, and other machinery. Construction is temporary, and the energy consumption from these activities is not considered wasteful or inefficient, as standard construction methods will be used. Energy efficiency will be maximized through proper maintenance of equipment and efficient route planning for material transport.

Energy consumption during facility operation would be associated with two main components:

- **Stationary energy use:** This includes electricity for facility lighting, security systems, minor office equipment, and the operation of pumps and compressors needed for fuel storage and dispensing.
- **Fuel transport:** The stored LPG will be transported to and from the site. Transportation energy use is primarily a function of delivery vehicle trips, which will be managed for efficiency based on customer demand.

Overall, the project's operational energy consumption would be minimal and is not considered wasteful, inefficient, or unnecessary. Impacts would be less than significant.

At the local level, the Regional Energy Strategy (RES) serves as the energy policy blueprint for the San Diego region through 2050. It established long term goals to support alternative fueling infrastructure throughout the region. The project facilitates the storage of LPG, a cleaner-burning fuel than conventional gasoline or diesel. The project would facilitate the expansion of alternative fuel options. Therefore, there would be no impact.

VI – GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 8)

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| ii) Strong seismic ground shaking? (Sources:1, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? (Sources: 1, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? (Sources: 1,8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? (Sources: 1, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 1, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? (Sources:1, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? (Sources: 1, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

California Geological Survey information from the California Department of Conservation Fault Activity Map indicates that the site is not located within an Alquist-Priolo Special Studies Zone, and there are no known active or potentially active faults that intercept the project site; therefore, the potential for ground rupture at this site is considered low. The nearest active fault to the site is the Rose Canyon Fault, located over two miles off the coast. Accordingly, the site is not considered to possess a significantly greater seismic risk than that of the surrounding area in general. The site is not within an area susceptible to landslides and not within a fault zone, slide prone area or an area susceptible to liquefaction per the General Plan Safety Element; therefore there is no impact or increased exposure to landslides due to the proposed project.

It should be recognized that Southern California is an area that is subject to some degree of seismic risk and that it is generally not considered economically feasible nor technologically practical to build structures that are totally resistant to earthquake-related hazards. Construction in accordance with the minimum requirements of the Uniform Building Code should minimize damage due to seismic events. Due to the number and nature of the active and non-active fault lines within the southern California region, it cannot be known when earthquakes will occur; therefore, there is a less than significant impact.

Any future design and construction would require conformance with City’s stormwater ordinance and grading regulations. Therefore, there is no impact or increased substantial erosion due to the proposed project.

The existing developed parcels are connected to traditional sewer laterals, which connect with the existing sewer system that serves the City. Any future design and construction would connect to the same system. There would be no use of septic tanks or alternative waste water disposal systems; therefore, no impact.

VII – GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources: 1, 9, 1021)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: 1, 9, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact. Any increase to GHG would occur over a short construction duration and would consist primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and indirect source emissions, such as energy usage.

The primary use of the site, industrial gas warehouse and retail sales, is a use that would be permitted by right in the absence of the bulk propane storage. Propane will be delivered via commercial propane transport trucks from regional suppliers on a biweekly basis (twice a month),, therefore no impact.

The project facilitates the storage of LPG, a cleaner-burning fuel than conventional gasoline or diesel, expanding alternative fuel options. Therefore, there would be no impact.

California has adopted several policies and regulations for the purpose of reducing GHG emissions. In April 2015, Executive Order B-30-15 was signed, which established a new GHG emissions reduction target of 40% below 1990 levels by 2030. In addition, in 2024 the City of National City adopted its Climate Action Plan and associated targets to reduce GHG emissions by 40 percent below 2018 levels by 2030 and 80 percent of 2018 levels by 2050. Some of the primary provisions of the Climate Action Plan are to promote clean transportation, water conservation, energy efficiency, and waste reduction strategies. The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG emissions, as contained in the Climate Action Plan. Based on the above, therefore no impact.

VIII – HAZARDS & HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 1, 3, 7, 11, 14)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
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? (Sources: 1, 3,7, 11, 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

mile of an existing or proposed school? (Sources: 1)

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| d) Be located on a site which 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? (Sources: 5) | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
| 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 for people residing or working in the project area? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

The routine transport, use, and disposal of the hazardous materials on site are regulated by various federal, state, and local requirements to minimize any potential impacts to the public and the environment. The US Department of Transportation Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Propane will be delivered via commercial propane transport trucks from regional suppliers and transported directly to the on-site 30,000 gallon storage tank. All propane deliveries are conducted with trained personnel present, following NFPA protocols. Use of the hazardous materials on site involves the dispensing of propane, which requires permits through the San Diego County Air Pollution Control District and the National City Building Division and Fire Department. Propane will be dispensed to retail customers, filling five-gallon to twenty-five gallon tanks. There are specialized procedures for the disposal of hazardous gases within the State of California. Therefore, less than significant impact.

Due to the type of use and the presence of hazardous material on site, the applicant will be required to submit detailed plans to the National City Fire Department prior to construction and operation of the site. The plans will include an Emergency Disaster Response Plan, Cost Recovery Plan, scheduled training operations, and compliance with all applicable Fire Codes. Fire Sprinkler Systems, Fire Alarm Systems, Early Warning Gas Detection Systems, and Emergency Shut Offs are required for the project. In addition to the National City Fire Department, the project is subject to multiple federal, state, and local associations that explicitly regulate the safety and handling of hazardous materials, such as the National Fire Protection Association, Compressed Gas Association, American Propane Institute, and the Occupational Safety and Health Administration. Operations related to the storage and dispensing of propane will follow proper safety and operation protocols from all relevant federal, state, and local requirements. Therefore, there will not be any reasonably foreseeable upset or accident condition involving the release of hazardous materials into the environment.

The project is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 per the State Water Resources Control Board Geo Tracker. The site was previously operated by Univar, a global chemical and ingredients distributor. Potential contaminants of concern on site include 1,1,1-Trichloroethane (TCA), 1,4-Dioxane, Dichloroethane (EDC), Tetrachloroethylene (PCE), and Trichloroethylene (TCE). As a result, installation of an air sparge and soil vapor extraction wells occurred in March of 2022. Environmental consultants for the remediation on site indicated the proposed above ground propane tank is not incompatible with the existing vapor recovery and that no combustible gas is emitted from the vapor recovery unit site. Any potential hazardous concentrations of VOC in the soils should have no negative impact on the bearing capacities of the soils in their current state. During installation of the above ground tank, the

applicant shall be responsible for coordinating with the consultants so that any soil spoils generated from the installation of the propane tank that are not suitable to be used to backfill onsite will be tested and profiled to confirm any hazardous concentrations and a geotechnical evaluation of the soils shall be completed prior to reuse onsite, should any soils be excavated and reused as backfill. Therefore, less than significant impact.

The site is not located within one-quarter mile of an existing or proposed school, therefore no impact. There are no airports or airstrips in the vicinity. the project would not interfere with an adopted emergency response plan or emergency evacuation plan and the project is not adjacent to any wildlands or land subject to wildland fires; therefore there would not be any significant risk of loss, injury or death involving wildfires. Therefore, there is no impact.

IX – HYDROLOGY / WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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: (Sources: 1, 3, 6)				
i) result in a substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Sources: 1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The project area is comprised of an existing developed industrial site. The project will be subject to water quality and discharge requirements through the City’s Jurisdictional Runoff Management Plan (JRMP). Future development will be required for compliance with all storm water handling, storage, drainage, and hydromodification regulations.

Any construction will follow best management practices so not to decrease groundwater supplies, or alter

drainage patterns that would result in substantial erosion, increase surface runoff resulting in flooding, contribute to runoff that would exceed stormwater drainage, or impede flood flows.

The property is not located within a flood hazard, tsunami, or seiche zones, therefore, no impact. Additionally, the project is not subject to any water quality control plans or sustainable groundwater management plans, therefore no impact.

X – LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The site is surrounded by industrial uses (storage, warehouse, manufacturing, etc.). No residential zones are nearby; therefore, no impact.

The project is a conditionally permitted use in a zone that allows a range of industrial and commercial uses, which is consistent with both the General Plan, Local Coastal Plan, and the Land Use Code; therefore, there would be no conflict with said plans.

XI – MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
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? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The project site is located completely within an urbanized area and surrounded by development. The site contains no known mineral resources on the proposed project site or delineated on a local plan for the site; therefore, there is no impact to mineral resources.

XII – NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
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? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|----------|
| b) Generation of excessive groundborne vibration or groundborne noise levels? (Sources: 1, 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| 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? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

The surrounding area is industrial and isn't near any residentially-zoned properties, so any noise associated with the proposed project is not expected to exceed the existing ambient noise in this area. The transport trucks for propane delivery are not expected to exceed two trips per month. Propane dispensing shall only occur during operating hours (8am-5pm) and air compressor equipment will be enclosed and sound-dampened per manufacturer specifications. Furthermore, the project is subject to the limitations contained in the City's Noise Ordinance; therefore, less than significant impact.

The associated construction on the project site would create temporary noise impacts. Modern construction equipment, properly used and maintained, should not exceed the noise limits contained in the City's Noise Ordinance. All noise generated by the project would be required to comply with the City's Noise Ordinance and be limited to specific hours of operation. No impact from the project would occur.

The proposed project site is not located within an airport land use plan or within two miles of a public use airport or private airstrip; therefore, there is no impact to those people working on the project site.

XIII – POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
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)? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The project is an industrial use and would replace an existing industrial use, therefore there would be no impact to population or housing in the area. Housing is not a permitted use west of the Interstate 5.

XIV – PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
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? (Sources: 1, 3,11)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Police protection? (Sources: 1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Schools? (Sources: 1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Parks? (Sources: 1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Other public facilities? (Sources: 1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Due to the type of use and the presence of hazardous material on site, the applicant will be required to submit detailed plans to the National City Fire Department prior to construction and operation of the site. The plans will include an Emergency Disaster Response Plan, Cost Recovery Plan, scheduled training operations, and compliance with all applicable fire codes for each use. Joint pre-incident walkthroughs with the Fire Department are required prior to occupancy and annually. Specialized equipment for emergency response shall be provided specifically for propane incidents. The facility must also support Fire Department training, including full-scale hazardous materials scenarios and unique firefighting tools or equipment; therefore, there is a less than significant impact with regard to Fire protection.

The proposed project would not result in adverse impacts to public services. Any redevelopment would replace existing uses and not have a significant effect on existing volumes of calls for service. The project site is currently and will continue to be served by the National City Fire and Police Department. The closest Fire Station is approximately 1.3 miles away on East 16th Street, as is the Police Station at 12th Street and National City Boulevard. Typical response time for this area would not be adversely impacted, as plans do not involve changes to public streets adjacent to the site and since plans include retaining emergency access throughout the project area; therefore, there is no impact.

Schools would not be impacted, as there is no increase in population that would add to school attendance, thus no impact.

Any increase to park usage would likely occur from employees of the business, however the total number of employees is not expected to exceed 14, thus no impact.

XV – RECREATION

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
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? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Pepper Park, located on the Sweetwater Channel waterfront, is the only park/recreational facility in the vicinity. The park is located within one mile of the project site. The type of development proposed (industrial) is not expected to increase use of the park. Any increase to park usage would likely occur from employees of the

business, however the total number of employees is not expected to exceed 14. Additionally, Pepper Park is not a City park (it is owned and operated by the San Diego Unified Port District). Furthermore, Pepper Park is undergoing major renovations to accommodate more visitors. Therefore, no impact.

XVI – TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)? (Sources: 1, 2, 3,17,18,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Result in inadequate emergency access? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Potential development would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, as there are no such activities existing or planned in this area. National City has designated trucking routes originating mainly from the National City Marine Terminal and linking to regional highways. The truck routes through National City are either classified as “primary” or “alternate” routes. Primary routes are generally described as the most direct routes to freeways and are used for regional delivery. Alternate routes are those roads used to move trucks through the City to local destinations. The closest primary routes are Tidelands Avenue and Bay Marina Drive. All trucks shall be required to follow appropriate truck routes as identified in the National City General Plan Transportation Element, therefore, no impact.

The site is an already-developed industrial property and has been operated as a warehouse, a permitted use by right. While heavy-duty trucks are not typically included in VMT analysis, the number of trucks visiting the site to fill the propane tank is two trips per month. With regard to Vehicle Miles Traveled (VMT), the project would screen out of VMT analysis related to CEQA, as the potential traffic generated by the proposed use is not expected to substantially increase VMT when compared to the existing use of the site and is well below the threshold for additional analysis.

While the City does not have any adopted plans which provide thresholds of significance for VMT as it relates to CEQA, the San Diego Association of Governments (SANDAG) provides a guide for vehicular traffic generation rates for the San Diego Region and the Institute for Transportation Engineers (ITE) provides region specific thresholds of significance for VMT as follows:

Projects Inconsistent with General Plan or Community Plan

Average Daily Trips	Level of Analysis
0-500	VMT Analysis Not Needed/VMT Impacts Presumed Less Than Significant
500 and Greater	VMT Analysis Recommended

Projects Consistent with General Plan or Community Plan

Average Daily Trips	Level of Analysis
0-1,000	VMT Analysis Not Needed/VMT Impacts Presumed Less Than Significant
1,000 and Greater	VMT Analysis Recommended

SANDAG trip generation rates guide indicates warehouses generate approximately 5 trips/1,000 square feet and/or 60 trips/acre per day. Using this calculation, the 88,880 square-foot industrial site would generate approximately 122 trips per day, including trips generated by trucks filling the propane tank. The average daily trip rate is within the 0-500 range for projects inconsistent with the General Plan and the 0-1,000 range for projects consistent with the General Plan that are presumed to have a less than significant VMT impact.

Additionally, land use projects within one-half mile of major transit stop or high quality transit corridor should be presumed to cause a less than significant transportation impact. The project site is located within one-half mile of the 24th Street Transit Center, qualifying transit, therefore no impact.

The site currently has two entrances located off of Haffley Avenue. One leads directly to employee/customer parking, while the second entrance provides access directly to yard area. The site already utilized as an industrial property and is surrounded by similar uses. There are no proposed changes to the site at this time that would increase hazards due to a geometric design feature, or incompatible uses, therefore no impact.

No change in road or site design is proposed which would cause a safety risk or hinder emergency access. On site development shall be required to maintain all emergency routes, therefore, no impact.

XVI – Tribal Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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: (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i) 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 (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
ii) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The project will not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 because the site is neither listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, and the site is not considered a resource or potentially a resource to a California Native American tribe; therefore, no impact.

XVII – UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Sources: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Sources: 1,2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Result in a determination by the wastewater 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? (Sources: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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? (Sources: 1, 2, 912)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 1, 2, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The proposed project is located within an urbanized area and served by existing water facilities. The proposed project would be designed and constructed using Best Management Practices (BMPs) to appropriately handle wastewater and not exceed wastewater treatment requirements of the San Diego Regional Water Quality Control Board. Sweetwater Authority will determine if additional infrastructure, as needed, can be provided. Also, all necessary improvements will be included with project approval and construction will be undertaken in accordance with the National Pollutant Discharge Elimination System (NPDES) regulations; therefore, there would be no impact.

The proposed project site will have standard requirements for solid waste. The local waste collection and recycle company, EDCO, has a contract with the City to handle City commercial businesses waste disposal and recycling needs. According to EDCO staff, the company utilizes several landfill sites for the disposal of waste collected in National City, with the most common being Otay Mesa, Sycamore, and Miramar Landfills, with an additional 5, 17 and 6 years of capacity remaining respectively; therefore, there is a less than significant impact. There are two other landfill sites in San Diego County – the Ramona landfill, which is full, and Borrego Springs landfill, which has an additional 30 years capacity remaining. In addition, the proposed project would comply with all federal, state, and local statues and regulations related to solid waste.

XVII – WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire

Potentially Significant	Less Than Significant w/ Mitigation	Less Than Significant	No Impact
-------------------------	-------------------------------------	-----------------------	-----------

hazard severity zones, would the project:

Would the project:

	Impact	Incorporation	Impact	
a) Substantially impair an adopted emergency response plan or emergency evacuation plan? (Sources: 1,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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? (Sources: 1,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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? (Sources: 1,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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? (Sources: 1,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, therefore, no impact.

XVIII – MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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, 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? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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)? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Discussion: No significant impacts to the environment as a result of this project have been identified. Approval of the project is not expected to have any significant impacts, either long-term or short-term, nor will it cause substantial adverse effect on human beings, either directly or indirectly.

REFERENCE SOURCES:

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	National City General Plan	https://www.nationalcityca.gov/government/community-development/planning/general-plan
2	City of National City Municipal Code	https://library.municode.com/ca/national_city/codes/code_of_ordinances?nodeId=CD_ORD_TIT18ZO
3	Case File 2025-26 IS, Initial Study Documents	National City Planning Division
4	SANDAG	www.sandag.org
5	State Water Resource Control Board Geo Tracker	https://geotracker.waterboards.ca.gov/search
6	US Fish and Wildlife Wetland Mapper System	https://www.fws.gov/wetlands/data/mapper.html
7	San Diego County Air Pollution Control District	https://www.sdapcd.org/content/sdapcd/permits/equipment-types/ast.html
8	California Department of Conservation	http://maps.conservation.ca.gov/cgs/fam/
9	City of National City Climate Action Plan	https://www.nationalcityca.gov/home/showpublisheddocument/34854/638871135944330000
10	Environmental Protection Agency	https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator
11	Comments received from National City Fire Department	National City Planning Division
12	CalRecycle	https://www2.calrecycle.ca.gov/SolidWaste/Site/Search
13	California Energy Commission	https://www.energy.ca.gov/sites/default/files/2025-07/CEC-400-2025-010-F_0.pdf
14	US Department of Transportation Pipeline and Hazardous Materials	https://www.phmsa.dot.gov/standards-rulemaking/hazmat/hazardous-materials-regulations
15	SANDAG Regional Energy Strategy	https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/environment/regional-

[energy-planning/regional-energy-strategy-2014-06-01.pdf](#)

16 State Responsibility Area <https://gis.data.cnra.ca.gov/apps/CALFIRE-Forestry::state-responsibility-area-sra-viewer/explore>

17 SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region https://www.sandiegocounty.gov/content/dam/sdc/pds/ceqa/LehmanTPM/38%20Appendix%20T9_SANDAG%20Trip%20Generation%20Rates.pdf

18 Institute of Transpiration Engineers Guidelines for Transportation Impact Studies in the San Diego Region <https://static1.squarespace.com/static/5ab6b8a33e2d09b08935bcb1/t/5d0c2f9ce5c55900014494ee/1561079734160/Guidelines+for+TIS+in+the+San+Diego+Region+-+May+2019.pdf>

19 Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf

20 SDAPCD Rule 55 <https://www.sdapcd.org/content/dam/sdapcd/documents/rules/current-rules/Rule-55.pdf>

21 2022 Regional Air Quality Strategy (RAQS) <https://www.sdapcd.org/content/dam/sdapcd/documents/grants/planning/Att.%20A%20-%202022%20RAQS.pdf>

Memo



SUBJECT
2100 Haffley Ave Propane Tank Permitting

TO
Jay-Rob Josafat
WestAir Gases & Equipment, Inc

DATE
August 28, 2025

OUR REF
30249288

COPIES TO
Michelle Stayrook, Univar Solutions, USA

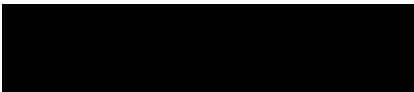
NAME
Brian Prowd, P.E.
916.786.3554, Brian.Prowd@arcadis.com

As the environmental consultant for the remediation site located at the address of 2100 Haffley Avenue, National City, CA, I certify the following:

- a. There is no combustible gas being emitted from the vapor recovery unit onsite;
- b. The proposed propane tank is not incompatible with the existing vapor recovery in any way, shape, or form;
- c. Any soil spoils generated from the installation of the propane tank that are not suitable to be used to backfill onsite will be tested and profiled to confirm any hazardous concentrations. If required, soils will be disposed of appropriately;
- d. Any potential hazardous concentrations of VOC in the soils should have no negative impact on the bearing capacities of the soils in their current state. It would be recommended to complete a geotechnical evaluation of the soils prior to reuse onsite, should any soils be excavated and reused as backfill.

If there are any questions, please contact me at 916.786.3554.

Sincerely,
Arcadis U.S., Inc.



Brian Prowd, P.E.
Project Manager