



Public Hearing

CERTIFICATION OF A FINAL IMPACT REPORT TO ASSESS PROJECT IMPACTS AND CONSIDERATION OF AN APPROVAL OF A CUP AND CDP FOR A PROPOSED FUEL TRANSFER FACILITY

2023-03 CUP, CDP, IS



Overhead



Site Characteristics

➤ Project site

- Approximately 7.5 acres in size
- Extends between BNSF rail crossings at Civic Center Drive and West 19th Street
- Includes existing BNSF railway and adjacent BNSF-owned property between West 18th and 19th Streets
- A portion of the site, intended to accommodate new rail spurs, is a DTSC clean up site (Pacific Steel, Inc.)
 - Clean up substantially completed in project area
- Site is former industrial, mostly disturbed land
- Rail crossing at Civic Center Drive is intended to be improved

➤ Surrounding area

- Mostly industrial/manufacturing
- Tourist-supporting commercial uses to the south
- McKinley Apartments 380 feet to the east
- Single-family homes approximately 900 feet to the south
- Port and Navy activities
- Nearest school is across I-5 to the east
- Railway freight in San Diego traverses the region north/south via Orange County



Site Photos



West 19th Street looking north toward proposed transfer facility location (2025)



West 19th Street looking north toward location of new rail spurs (2025)

Site Photos



View from the end of West 18th Street (2022)



View of the existing Civic Center Drive rail crossing toward the proposed facility (2022)

Proposal

- The applicant (San Diego Clean Fuels Facility LLC) proposes to construct a transloading facility for renewable fuels
- Fuel would be transferred from rail cars to trucks for delivery to service stations within the San Diego market
- A small 512-square foot office building will be constructed on site.
- Additional rail spurs and an expanded rail crossing at Civic Center Drive will accommodate the added rail activity.
- Operations would be 24 hours a day with trucks primarily entering the site during off-peak traffic hours (6:00 pm to 6:00 am)
- The maximum number of trucks entering the site daily will be 72 and the throughput capacity of the facility will be 13,800 barrels of fuel per day.
- Proposed safety measures include a fuel containment basin and a fire-fighting platform



Proposal

- The applicant (San Diego Clean Fuels Facility LLC) has stated the following objectives:
 - Contribute to the State's transition to carbon neutrality via GHG reductions from renewable fuels
 - Expand availability of renewable fuels and solve geographic imbalances for access
 - Lower emissions in the existing supply chain by utilizing rail
 - Increase speed of delivery to market
 - Generate employment opportunities in National City
 - Develop underutilized properties while minimizing conflict with existing uses
 - Provide an appropriately-sized facility that balances business performance with minimized truck trips
 - Have direct access to I-5
 - Improve infrastructure to meet project needs (BNSF rail)
 - Additional firefighting capacity to allow for quick response to hazards



Proposal

➤ Additional physical improvements include:

- Construction of railway tracks and turnouts/crossovers to facilitate car movement
- Installation of concrete slab pump pads at each transload spot
- Installation of truck load slabs sloped to drain at each transload spot
- Installation of pumps and piping to move fuels from rail cars to truck loading spots
- Containment enclosures for additive totes
- All weather paving for the facility
- Lighting, as needed



Alternative Fuels

- Project is a response to implementation of AB 32, the Global Warming Solutions Act of 2006 and subsequent State legislation, which requires major reductions of GHG emissions
- California Air Resources Board (CARB) adopted Low Carbon Fuel Standard as an interim measure while zero-emissions technology continues to advance
- Project would deliver alternative biofuels to market, which are renewable diesel, biodiesel, and sustainable aviation fuel (SAF)
- Products can be produced with new or recycled vegetable oils, animal fats, greases, algae, as well as crop residues or woody biomass.
- Renewable diesel and SAFs are also designated as “drop-in” biofuels, which do not require modifications to existing engines.
- Renewable diesel can reduce GHG emissions by up to 80%

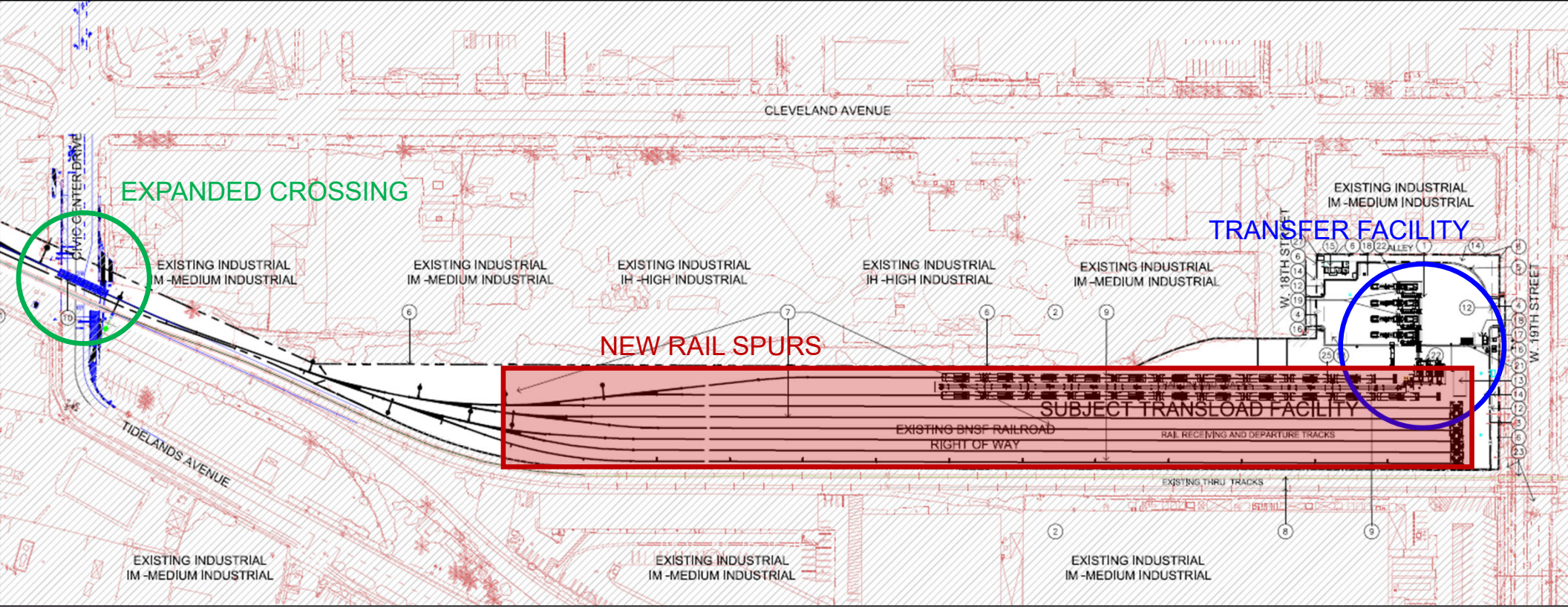


Environmental Considerations

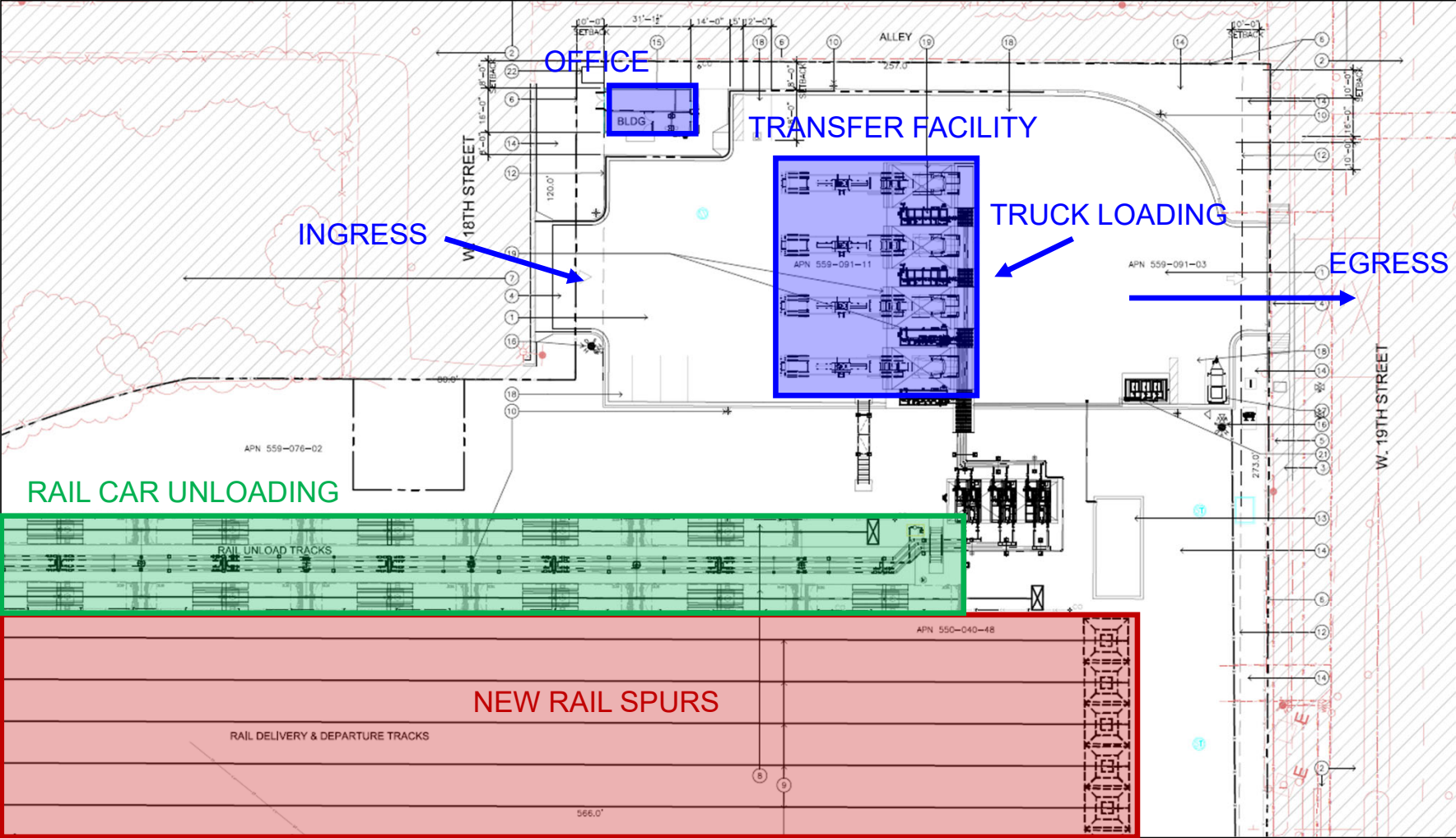
- A reduction in emissions at the regional level does not necessarily translate to a reduction at the local level
- Multiple efforts have been made within the City to improved health outcomes and reduce air pollutants including:
 - Adoption of the Westside Specific Plan
 - Amortization Program
 - Early adoption of a Health and Environmental Justice Element within the General Plan
 - Designation of the AB 617 Portside Community and adoption of the Community Emission Reduction Plan (CERP)
 - Adoption of the Climate Action Plan (CAP) Update
- The project proposes utilization of diesel-powered truck trips for facility operation
- Preparation of an Environmental Impact Report (EIR) was requested



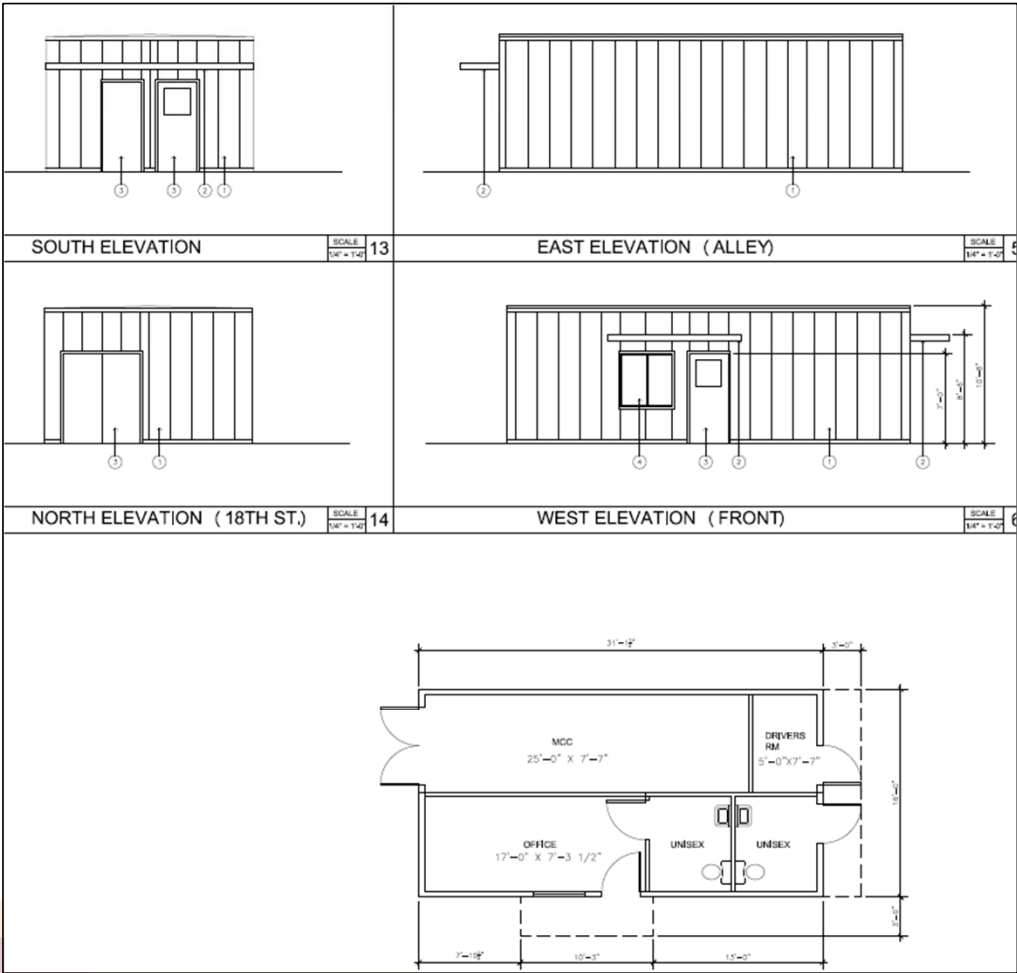
Plans



Plans



Plans - Office



Plans – Conceptual Landscape

TREES



ARBUTUS X MARINA

PISTACIA CHINENSIS

HEDGE SHRUBS



TEXAS PRIVET

SHRUBS



CALLISTEMON 'LITTLE JOHN'



VAREGATED FLAX LILY



HESPERALOE



LITTLE OLIVE

GROUNDCOVERS



CALIFORNIA FIELD SEDGE



ARCTOSTAPHYLOS 'POINT REYES'



STAR JASMINE



TREE LEGEND

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING/COMMENTS	WATER USE
	ARBUTUS X MARINA "MARINA OREGONSHERRY" TREE	34" BOX	STANDARD 2'S STREET TREE	LOW
	PISTACIA CHINENSIS CHINESE PISTACHE	24" BOX	STANDARD 2'S PLANNING LOT TREE	LOW

SHRUB LEGEND

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING/COMMENTS	WATER USE
	CALLISTEMON 'LITTLE JOHN' "LITTLE JOHN" BOTTLE BRUSH	5 GAL	34" OC	LOW
	DIANELLA TAIWANICA VAREGATA "WHITE STRIPED TAIWAN FLAX LILY"	1 GAL	24" OC	LOW
	HESPERALOE PARVIFLORA "RED TIGER"	5 GAL	24" OC	LOW
	OLEA EUROPAEA 'TONGA' "LITTLE OLIVE SHINE OLIVE"	5 GAL	34" OC	LOW
	LEUCOPHYLLON FRUTICOSUM "TEXAS RANGER"	5 GAL	40" OC "FORMAL HEDGE"	LOW

GROUNDCOVER LEGEND

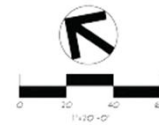
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING/COMMENTS	WATER USE
	CAREX PRORRANGENS "CALIFORNIA FIELD SEDGE"	1 GAL	18" OC PLANT 18" AWAY FROM WALKS OR CURB EDGE	LOW
	NEUGOLD LANTANA "LANTANA X 'NEW GOLD'"	1 GAL	18" OC PLANT 18" AWAY FROM WALKS OR CURB EDGE	LOW
	STAR JASMINE "FRACIDOLEPHEUM JASMINODES"	1 GAL	18" OC PLANT 18" AWAY FROM WALKS OR CURB EDGE	LOW

ORGANIC MULCH

ALL PLANTING AREAS SHALL HAVE A 2" DEEP LAYER OF ORGANIC MULCH UNLESS NOTED. SUDDY SUPPLIES FOR APPROVAL PRIOR TO INSTALLATION. SEE SPECIFICATIONS.

NOTES

1. SITE LANDSCAPE TO HAVE A DRAIN IRRIGATION SYSTEM WITH AUTOMATIC CONTROLLER.
2. USE ROOT BARRIERS FOR ALL TREES WITH 2" OF CONCRETE CURB OR PAVING.



PRELIMINARY LANDSCAPE PLAN
 NATIONAL CITY CLEAN FUELS FACILITY
 830 W. 18TH STREET
 NATIONAL CITY, CA
 SAN DIEGO CLEAN FUELS, LLC

Analysis

- The proposed project requests the approval of a fuel transfer facility, which is a permitted use in the MM zone with approval of a Conditional Use Permit (CUP). All discretionary projects located in the Coastal Zone (CZ) also require a Coastal Development Permit (CDP). The approval of a CDP is also appealable to the California Coastal Commission (CCC).
- Areas within the CZ are subject to development regulations listed in the Local Coastal Program (LCP) Implementation Plan, which references sections of the previous Land Use Code.
- The project was analyzed for impacts, as required by the California Environmental Quality Act (CEQA), in an Environmental Impact Report (EIR). The certification of the EIR for this project will be considered separately.
- There are four findings for the approval of CUP under the previous land use code:
 - The site for the proposed use is adequate in size and shape.
 - 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 proposed use will not have an adverse effect upon adjacent or abutting properties.
 - The proposed use is deemed essential and desirable to the public convenience or welfare.



Analysis (cont.)

- There are also two findings for the approval of CDP under the LCP:
 - The granting of said Coastal Development Permit will be consistent with all other plans and ordinances of the City of National City.
 - The granting of said Coastal Development Permit will be consistent with and implements the Certified Local Coastal Program.
- Staff reviewed policies in the General Plan, LCP, and CAP Update that pertain to the proposed project.
- The project was reviewed for compliance with regulations in the (previous) LUC.
- Staff also reviewed policies in the AB 617 Portside Community's Community Emissions Reduction Plan (CERP).



Analysis – General Plan

- Land Use Element policies
 - Policy LU-1.3 – urban greening efforts
 - LU-4.2 – pedestrian-scale urban design strategies
 - LU-4.4 – maintenance of sidewalks and bicycle routes
 - LU-5.3 – encourages business to employ National City residents
 - LU-6.2 – requires development to be consistent with the Zoning Code and applicable Specific Plans
 - LU-6.5 – pertains to consistency with the City’s CAP
- Typically, projects are analyzed for their consistency with various codes and policies, which are addressed in the staff report.
- Additional consideration was given for this project related to implementation of specific goals due to a proposed economic benefit.
- Staff also highlighted policies related specific project concerns discussed in the EIR
- Right-of-way improvements



Analysis – General Plan

- Transportation Element policies
 - Policy T-3.6 – enhanced transit service
 - T-8.1 – infrastructure enhancements to facilitate timely movement of goods, particularly intermodal transfers
 - T-8.4 – pertains to movement of goods by rail
 - T-9.4 – noise and pollution abatement associated with goods movement
- The project ensures that the delivery of fuel will be conducted in an efficient manner through improved rail crossings, operational standards, and a location near major truck routes.
- Truck routes are designed to largely avoid residential properties and other sensitive uses.





Analysis – General Plan

- Safety Element policies
 - Policy S-7.3 – pertains to the ability to effectively respond to hazardous materials emergencies
 - S-8.1 – pertains to the clean-up and reuse of contaminated sites
- The project includes a specialized firefighting platform and addition fire hydrants.
- The proposed site is a vacant, under-utilized, and previously contaminated.



Analysis – General Plan

➤ Noise and Nuisance Element policies

- Policies NN-1.9, NN-1.10, NN-2.5, NN-3.1, NN-3.3, and NN-3.4 – pertain to impacts related to noise levels and ground borne vibrations via construction, on-site activities and off-site transportation.
- NN-4.2 – related to the reduction in offensive odors and other noxious substances

➤ Noise and nuisance impacts were evaluated in EIR. A Noise Analysis determined that the City's Noise Ordinance would be adhered to.

➤ Conditions of approval include adherence to truck routes and a six-foot high, solid fence or wall to reduce potential impacts to adjacent and nearby properties, and adherence to San Diego Air Pollution Control District (SDAPCD) rules related to nuisance odors.



Analysis – General Plan

- Open Space and Agriculture Element policies
 - Generally, the preservation of open spaces, habitat, biological resources, and environmental sensitive areas.
 - OS-1.3 – encourages the planning of shade trees with substantial canopies.
 - OS-8.4 and OS-8.8 – pertain to the preservation of historic and cultural resources
- Mitigation measures included in the EIR pertain to the above.
- Recommended conditions of approval includes enhanced landscaping with additional tree canopy.
- Initial analysis provided with the draft EIR discussed “Feature 3”, which had dried algal mats. Comment letters discussed this feature as a potential wetland, while the EIR described it as essentially a puddle.



Analysis – General Plan

- Conservation and Sustainability Element policies
 - Policy CS-1.1 pertains to the reduction of the urban heat island effect.
 - CS-1.2 – encourages the development of industries that benefit the environment.
 - CS-3.1 – pertains to stormwater best management practices (BMPs).
- As discussed, enhanced street tree canopy is recommended by staff.
- The project proposed to transfer cleaner fuel options that will benefit local and regional air quality.
- Stormwater treatment is required by the Engineering Department for new development projects.



Analysis – General Plan

- Health and Environmental Justice (HEJ) Element policies
 - Policy HEJ-1.2 states “consider environmental justice issues as they are related to potential health impacts associated with land use decisions” “reduce adverse health effects of hazardous materials, industrial activities, and other undesirable land use on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location”.
 - HEJ-1.5 – promotes the inclusion of potentially affected community residents in the decision-making process.
 - HEJ-2.5 – encourages the protection of existing sensitive land uses through feasible measures such as separation/setbacks, landscaping, barriers, ventilation systems, air filters, and/or other effective measures to minimize potential impacts from air pollution.
 - HEJ-2.6 – consider air quality impacts, including cumulative impacts, from existing and new development.
- As discussed, enhanced street tree canopy is recommended by staff.
- The project proposed to transfer cleaner fuel options that will benefit local and regional air quality.
- Stormwater treatment is required by the Engineering Department for new development projects.



Analysis – General Plan (HEJ-1.2)

- The HEJ, while ahead of its time, takes a more suggestive approach (i.e. consider, encourage, promote). Implementation is not clear and better served by succeeding documents.
- There is no question about the presence of EJ communities. The HEJ discusses long-standing health issues in the community. This is also discussed in the more recently approved Community Emissions Reduction Plan (CERP) and the EIR.
- The EIR included assessments on health concerns related to the proposed industrial use and increased truck traffic. Cancer risk, chronic health hazards, and acute health hazards were analyzed and found to be less than significant. However, the HEJ policy seeks to *reduce* such hazards.



Analysis – General Plan (HEJ-1.5)

- This policy promotes the inclusion of potentially affected residents in the decision-making process.
- Tonight is the first formal public hearing in the process with the potential for later hearings. The decision of Planning Commission will be forwarded to City Council, which could also request a hearing. The project is also appealable to the CCC. Notices sent in conformance with the Brown Act.
- The public has also had several initial opportunities to discuss this project:
 - A Draft Mitigated Negative Declaration was posted for public review on June 2, 2023. Several comments were received, which ultimately led to a City request for the preparation of a Draft Environmental Impact Report (EIR).
 - The District 1 City Councilmember Luz Molina requested that staff present information on the project at town halls in September and October of 2023. There was already significant public interest in this project at this time.
 - A scoping meeting for the Draft EIR was held on May 23, 2024. This was the first meeting with the public, which was focused solely on the preparation of the EIR. 38 comments were submitted at this time.
 - The applicant collaborated with Councilmember Molina to host a community open house on August 14, 2024.
 - Staff in constant email communication with interested parties and updates from non-City sources.
 - Current projects webpage has been updated throughout the process
 - June 2nd public hearing delayed based on CCC concerns
 - Applicant had additional meetings discussed in the pre-read packet





Analysis – General Plan (HEJ-2.5)

- Encourages the protection of sensitive land uses through feasible measures.
- Conditions of approval include enhanced landscaping and screening.
- Economic benefit





Analysis – General Plan (HEJ-2.6)

➤ Similar to HEJ-1.2.

➤ Consider air quality impacts, including cumulative impacts, from existing and new development when making land use decisions and limit the number of industrial facilities or uses to prevent cumulative air pollution impacts.



Analysis – Local Coastal Program (LCP) and Coastal Act

- Project is in the CZ and requires approval of a CDP.
- Planning received a letter on June 2nd from the California Coastal Commission (CCC) with concerns on the following:
 - Jurisdiction: appealable action based on wetland/public noticing
 - “Major energy facility”
 - 10 working days after notice of final action (City Council)
 - Allowable use in a wetland: a wetland delineation was completed in July that determined there is not wetland on site.
 - Environmental justice (EJ): Concerns about the level of EJ analysis in the staff report (CCC has an adopted EJ policy).
 - Coastal Hazards: Sea level rise (SLR) analysis was incomplete. The project has an anticipated 30-year lifetime, but could be operated much longer. Project impacts begin at an increase in sea level of 2.5 feet combined with a 100-year storm.
 - Condition of approval terminating the CDP at 30 years unless further study is conducted.
 - Impacts to track infrastructure maintained by BNSF would occur much earlier than the transfer facility





Map Contents

- ▭ Project Area
- ▭ Remediation Area
- ▭ Delineation Area
- Flowpath
- ◆ Sample Point
- ◆ Approximate Location of Boring
- ▼ Approximate Location of Cone Penetration Test
- ⊗ Culverts
- ⊗ Storm Drain Inlets

gSSURGO Series Designation - Series Description

- ▭ HuC - Huerfuero-Urban land complex, 2 to 9 percent slopes
- ▭ Potential Coastal California Commission Jurisdiction
- ▭ Ephemeral pool

Non-Jurisdictional

- ▭ Ditch - Top-of-Bank
- ▭ Ditch - OHWM

Vegetation Communities and Land Cover Types

- ▭ Developed
- ▭ Disturbed
- ▭ Disturbed Mulefat Thickets (Disturbed *Baccharis salicifolia* Shrubland Alliance)
- ▭ Ornamental

NWI Type

- ▭ Estuarine and Marine Deepwater
- ▭ Estuarine and Marine Wetland
- ▭ Freshwater Emergent Wetland
- ▭ Freshwater Forested/Shrub Wetland
- ▭ Freshwater Pond
- ▭ Riverine

Sources: ESRI, Maxar (2025), NRCS gSSURGO (2024), NWI (2024)
Other Related Info if Needed

Analysis – Local Coastal Program (LCP) and Coastal Act

- The City's LCP is comprised of the Land Use Plan and Implementation Plan. Updates to the Land Use Plan were certified by the CCC in August of 2024.
 - Chapters in the Land Use Plan address public access, recreation, marsh preservation, visual resources, industrial development, and environmental hazards.
- Chapter 3 of the Coastal Act also includes policies related to the following:
 - Public access, recreation, marine environment, land resources, development, and industrial development.
- The policies of the LCP and Coastal Act largely overlap. The proposed project has little to no effect in most instances:
 - The project is located in an industrial zone and does not require or impede coastal access.
 - The LCP provides for recreational amenities elsewhere in the CZ.
 - The marine environment would be protected by storm water management practices.
 - Land resources would be unaffected with mitigation (monitoring programs)
 - Site is visually degraded in current condition and new development will include screening



Analysis – Land Use Code (LUC)

- Implementation of LUC standards still with the previous version.
- Site is within the MM zone
 - The storage and distribution of oil-based products is permitted with the approval of a CUP.
- Development standards:
 - Site is sufficient in size and all setbacks are adhered to.
 - Proposed office will be reviewed and permitted as a permanent structure. Improved material required per Section 18.18.240 of the previous LUC.
 - Proposal is well below maximum height and floor area ratio for the zone.
 - Staff is recommending increased screening due to the industrial nature of the equipment.
 - No parking required due to AB 2097; applicant is providing five spaces including one EV-ready.
 - Screening of mechanical equipment, outdoor lighting, and appropriate storage of trash and recycling are also required



Analysis – Non-Conforming Uses

- Environmental concerns are increased in National City due to past land use decisions.
 - Sensitive receptors exist in the MM zone such as the McKinley Apartments.
 - Industrial and other polluting businesses are widespread in the Westside Specific Plan area.
 - In both instances, properties would not be able to be redeveloped with their current uses.
 - Current land use incompatibilities should decrease over time.
 - An amortization program exists to expedite this process and two nonconforming businesses have been amortized to date.
 - The amortization program has not had dedicated staff or funding.



Analysis – Climate Action Plan (CAP)

- The City's Climate Action Plan (CAP) was first adopted in 2011 and updated in 2023.
- The purpose of the CAP is to align with State goals related to the reduction in greenhouse gas (GHG) emissions.
- Current goals are to reduce emissions 40% from 2018 baseline levels by 2030 and 80% by 2050 (City and State).
- The proposed project will result in approximately 282 metric tons/year of GHG during construction and 1,633 metric tons/year during operation. Almost all emissions will be from mobile sources (truck and rail).
 - This amount is below the significance threshold recommended in the CAP.
 - The fuel delivered by the project could reduce emissions by up to 70% over standard diesel.
 - The project does not exceed the intensity of use for the types of development that would be permitted on the subject site.
 - Mitigation Measure (GHG-1) was incorporated in the EIR to ensure consistency with CAP strategies.
 - Other strategies could potentially benefit from funding.



Analysis – Community Emissions Reduction Plan (CERP)

- State Assembly Bill 617 (AB 617) was passed in 2017 to create community-focused and community-driven action to reduce air pollution and improved public health.
- San Diego Air Pollution Control District (SDAPCD) nominated the Portside Community, which includes portions of National City and the City of San Diego. At the time, the communities were in the 85th percentile or above using the State’s CalEnviroScreen tool.
- Pollution and poor air quality within the Portside Community are the result of mobile sources such as heavy truck traffic and stationary sources such as heavy industries.
- Diesel particulate matter (DPM), a known carcinogen, is of acute concern due to the wide variety of diesel-powered vehicles and equipment operated in the area.
- Residents in the Portside Community experience higher rates of poverty and are less likely to have resources to pay the additional costs associated with health problems caused by pollution.
- This community-driven plan is not an official plan of the City, but staff strongly encourages the consideration of the CERP due to the City’s direct participation in the adoption.



Analysis – Community Emissions Reduction Plan (CERP)

- While the primary goal of the CERP is to reduce emissions in the community, most of the action items direct agencies to develop and implement the outlined strategies in the plan. The document provides a pathway to reduced air pollution, but specific programs projects necessary to do so still need to be worked out.
- One of the more concrete action items is adherence to truck routes, which is included in the recommended Conditions of Approval.
- Notable goals of the CERP include an 80% reduction in DPM levels and 100% adoption of zero emission medium- and heavy-duty trucks five years ahead of the State.
- The City's contributions to date consist of support for the Free Ride Around National City (FRANC) program and the implementation of active transportation projects.
- The proposed project adheres to the action items found in the CERP, but it does present a conflict with the over-arching goals of the plan. The project does contribute to an increase in emissions while the CERP has the intention of decreasing emissions.





Analysis – Conflict between State laws

- Under AB 32, the State has passed Low Carbon Fuel Standards to reduce GHG under interim measures
- Under AB 617, the State is encouraging the reduction of emissions within the Portside Community



Analysis – Other Considerations

- Staff is recommending approval subject to the conditions in the draft resolution.
- The analysis to this point does not fully address concerns with consistency with the CERP, which has stated goals related to emissions reductions.
- **The applicant has voluntarily committed to providing an economic benefit to the City of National City in the amount of \$200,000 annually for the life of the project.**
- Staff is recommending a condition of approval that directs the use of these funds to implement strategies aimed at the reduction of emissions and improving the quality of life within neighborhoods in the vicinity of the proposed facility.
 - Potential uses could include direct assistance such as providing air filters to sensitive receptors, urban greening efforts, implementation of active transportation projects, continued operation of the FRANCO, or the amortization of polluting businesses.



California Environmental Quality Act (CEQA)

- Staff is recommending a resolution certifying the Final EIR for the project, which will be considered before the CUP and CDP.
- A Mitigated Negative Declaration (MND) was originally drafted for this project and posted for public review. After received several comments, the City requested the preparation of an EIR.
- A scoping meeting was held on May 23, 2024 for the EIR at which comments were received.
- The public review period for the Draft EIR was December 6, 2024 through January 29, 2025.
- Responses to comments on the Draft EIR are included in the Final EIR.
- No significant changes to the EIR or Mitigation Measures were made as a result of comments received.
- All documents were prepared by an environmental consultant.



California Environmental Quality Act (CEQA)

➤ The following were identified as potentially significant impacts from the project during the environmental review:

➤ **Biological Resources**

- Impacts to Nuttall's Acorn, a special status plant species
- Impacts to nesting ospreys
- Impacts to roosting bats
- Potential habitat for nesting birds
- Mitigation measures are included to provide protections for all of the above instances

➤ **Greenhouse Gas Emissions**

- Potential conflict with the City's CAP Update (project was incomplete during the review process)
- Mitigation measures are included for consistency with the CAP

➤ **Tribal Cultural Resources**

- A small area of the site includes mapped deposits that could retain archeological artifacts
- Mitigation measures are included for site monitoring during construction activities



Comments

- The Building Division provided standard comments for adherence to applicable codes.
- The Engineering Department provided standard comments related to new developments and grading. Comments also addressed required right-of-way improvements, which were forwarded to the applicant.
- The Fire Department provided comments related to required access and the design of fire-suppression equipment. Specialized equipment will be required due to the presence of hazardous materials.
- The Planning Division provided comments related to adherence to development standards in the MM zone.
- Mitigation Measures required by the EIR are included in the conditions of approval.
- Conditions also address operational standards of the proposed facility (e.g. amount of product transferred, number of truck trips, economic benefit, adherence to truck routes, etc.)





Summary

- The proposed project is a fuel transfer facility to be located on and adjacent to existing BNSF railway.
- Up to 72 diesel-powered trucks may enter the site each day.
- The project will provide access to cleaner, alternative diesel fuels.
- An EIR was prepared and no significant impacts were identified with Mitigation Measures in place.
- The applicant is volunteering to enter into an economic benefit agreement with the City.

