Exhibit E

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Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Pacific Gas & Electric Co. (Elkhorn Battery Energy Storage Facility)

Lead Agency: Monterey County- Resource Management Agency
Contact Person: Yasmeen Hussain
Mailing Address: 1441 Schilling Place, 2nd Floor
Phone: (831) 796-6407
City: Salinas Zip: 93901
County: Monterey County

Project Location: County: Monterey County City/Nearest Community: Moss Landing Community
Cross Streets: Highway 1 and Dolan Road Zip Code: 95039
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres: 147.77
Assessor's Parcel No.: 133-181-010-000 Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: 1 Waterways: ____
Airports: ____ Railways: ____ Schools: North Monterey County

Document Type:

CEQA: ☐ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ____ ☐ Draft EIS ☐ Other: ____
☒ Mit Neg Dec Other: ____ ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☒ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other: ____

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☒ Industrial: Sq.ft. ____ Acres 4.5 Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type ____
☐ Mining: Mineral ____
☒ Power: Type Battery Storage MW 730
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Archeological/Historical ☒ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☒ Coastal Zone ☒ Noise ☐ Solid Waste ☒ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☐ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

Title 20 of Monterey County Code/ Moss Landing Community Plan

Project Description: *(please use a separate page if necessary)*

Combined Development Permit consisting of: 1) Coastal Administrative Permit and Design Approval for the installation of a battery storage system and associated PG&E switchgear and equipment on approximately 4.5 acres of land within the existing Moss Landing Substation which would transmit power to the PG&E electric grid; and 2) Coastal Development Permit for development with a positive archaeological report. The property is located at 7251 Highway 1, Moss Landing (Assessor's Parcel Number 133-181-010-000), Moss Landing Community Plan, Coastal Zone.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

____	Air Resources Board	____	Office of Historic Preservation
____	Boating & Waterways, Department of	____	Office of Public School Construction
____	California Emergency Management Agency	____	Parks & Recreation, Department of
____	California Highway Patrol	____	Pesticide Regulation, Department of
X	Caltrans District #5	X	Public Utilities Commission
____	Caltrans Division of Aeronautics	X	Regional WQCB #3
X	Caltrans Planning	____	Resources Agency
____	Central Valley Flood Protection Board	____	Resources Recycling and Recovery, Department of
____	Coachella Valley Mtns. Conservancy	____	S.F. Bay Conservation & Development Comm.
X	Coastal Commission	____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Colorado River Board	____	San Joaquin River Conservancy
X	Conservation, Department of	____	Santa Monica Mtns. Conservancy
____	Corrections, Department of	____	State Lands Commission
____	Delta Protection Commission	____	SWRCB: Clean Water Grants
____	Education, Department of	____	SWRCB: Water Quality
____	Energy Commission	____	SWRCB: Water Rights
X	Fish & Game Region #4	____	Tahoe Regional Planning Agency
____	Food & Agriculture, Department of	____	Toxic Substances Control, Department of
____	Forestry and Fire Protection, Department of	____	Water Resources, Department of
____	General Services, Department of		
____	Health Services, Department of	____	Other:
____	Housing & Community Development	____	Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date July 5, 2019 Ending Date August 5, 2019

Lead Agency (Complete if applicable):

Consulting Firm: Monterey County RMA Planning
Address: 1441 Schilling Place, 2nd Floor
City/State/Zip: Salinas, CA 93901
Contact: Yasmeen Hussain
Phone: (831) 796-6407

Applicant: PG&E
Address: 245 Market Street, MC N10A
City/State/Zip: San Francisco, CA 94105
Phone: (415) 973-0301

Signature of Lead Agency Representative: Yasmeen Hussain **Date:** July 2, 2019

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

County of Monterey
State of California

MITIGATED NEGATIVE DECLARATION

Project Title:	Pacific Gas & Electric Co (Elkhorn Battery Energy Storage Facility)
File Number:	PLN180371
Owner:	Pacific Gas & Electric Company
Project Location:	7251 Highway 1, Moss Landing
Primary APN:	133-181-010-000
Project Planner:	Yasmeen Hussain
Permit Type:	Combined Development Permit
Project Description:	Combined Development Permit consisting of: 1) Coastal Administrative Permit and Design Approval for the installation of a battery storage system and associated PG&E switchgear and equipment on approximately 4.5 acres of land within the existing Moss Landing Substation which would transmit power to the PG&E electric grid; and 2) Coastal Development Permit for development with a positive archaeological report. The property is located at 7251 Highway 1, Moss Landing (Assessor's Parcel Number 133-181-010-000), Moss Landing Community Plan, Coastal Zone.

THIS PROPOSED PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AS IT HAS BEEN FOUND:

a) That said project will not have the potential to significantly degrade the quality of the environment.

b) That said project will have no significant impact on long-term environmental goals.

c) That said project will have no significant cumulative effect upon the environment.

d) That said project will not cause substantial adverse effects on human beings, either directly or indirectly.

Decision Making Body:	Planning Commission
Responsible Agency:	County of Monterey
Review Period Begins:	July 5, 2019
Review Period Ends:	August 5, 2019

Further information, including a copy of the application and Initial Study are available at the Monterey County RMA Planning, 1441 Schilling Place South 2nd Floor, Salinas, CA 93901/(831) 755-5025

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY – PLANNING
1441 SCHILLING PL SOUTH 2ND FLOOR, SALINAS, CA 93901
(831) 755-5025 FAX: (831) 757-9516

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
MONTEREY COUNTY PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that Monterey County Resource Management Agency – Planning has prepared a draft Mitigated Negative Declaration, pursuant to the requirements of CEQA, for a Combined Development Permit consisting of 1) Coastal Administrative Permit and Design Approval for the installation of a battery storage system and associated PG&E switchgear and equipment on approximately 4.5 acres of land within the existing Moss Landing Substation which would transmit power to the PG&E electric grid; and 2) Coastal Development Permit for development with a positive archaeological report. (Pacific Gas & Electric Co [Elkhorn Battery Energy Storage Facility], File Number PLN180371) at 7251 Highway 1, Moss Landing (APN 133-181-010-000) (see description below).

The Mitigated Negative Declaration and Initial Study, as well as referenced documents, are available for review at Monterey County Resource Management Agency – Planning, 1441 Schilling Place, 2nd Floor, Salinas, California. The Mitigated Negative Declaration and Initial Study are also available for review in an electronic format by following the instructions at the following link: http://www.co.monterey.ca.us/government/departments-i-z/resource-management-agency-rma-/planning/resources-documents/environmental-documents/pending .

The Planning Commission will consider this proposal at a meeting on September 11, 2019 at 9:00 AM in the Monterey County Board of Supervisors Chambers, 168 West Alisal, 2nd Floor, Salinas, California. Written comments on this Mitigated Negative Declaration will be accepted from July 5, 2019 to August 5, 2019. Comments can also be made during the public hearing.

Project Description: Combined Development Permit consisting of: 1) Coastal Administrative Permit and Design Approval for the installation of a battery storage system and associated PG&E switchgear and equipment on approximately 4.5 acres of land within the existing Moss Landing Substation which would transmit power to the PG&E electric grid; and 2) Coastal Development Permit for development with a positive archaeological report. The property is located at 7251 Highway 1, Moss Landing (Assessor's Parcel Number 133-181-010-000), Moss Landing Community Plan, Coastal Zone.

We welcome your comments during the 30-day public review period. You may submit your comments in hard copy to the name and address above. The Agency also accepts comments via e-mail or facsimile but requests that you follow these instructions to ensure that the Agency has received your comments. To submit your comments by e-mail, please send a complete document including all attachments to:

CEQAcomments@co.monterey.ca.us

An e-mailed document should contain the name of the person or entity submitting the comments and contact information such as phone number, mailing address and/or e-mail address and include any and all attachments referenced in the e-mail. To ensure a complete and accurate record, we request that you also provide a follow-

up hard copy to the name and address listed above. If you do not wish to send a follow-up hard copy, then please send a second e-mail requesting confirmation of receipt of comments with enough information to confirm that the entire document was received. If you do not receive e-mail confirmation of receipt of comments, then please submit a hard copy of your comments to ensure inclusion in the environmental record or contact the Agency to ensure the Agency has received your comments.

Facsimile (fax) copies will be accepted with a cover page describing the extent (e.g. number of pages) being transmitted. A faxed document must contain a signature and all attachments referenced therein. Faxed document should be sent to the contact noted above at **(831) 757-9516**. To ensure a complete and accurate record, we request that you also provide a follow-up hard copy to the name and address listed above. If you do not wish to send a follow-up hard copy, then please contact the Agency to confirm that the entire document was received.

For reviewing agencies: Resource Management Agency – Planning requests that you review the enclosed materials and provide any appropriate comments related to your agency's area of responsibility. The space below may be used to indicate that your agency has no comments or to state brief comments. In compliance with Section 15097 of the CEQA Guidelines, please provide a draft mitigation monitoring or reporting program for mitigation measures proposed by your agency. This program should include specific performance objectives for mitigation measures identified (CEQA Section 21081.6(c)). Also inform this Agency if a fee needs to be collected in order to fund the mitigation monitoring or reporting by your agency and how that language should be incorporated into the mitigation measure.

All written comments on the Initial Study should be addressed to:

County of Monterey
Resource Management Agency
Attn: Brandon Swanson, Interim Chief of Planning
1441 Schilling Pl South 2nd Floor
Salinas, CA 93901

Re: Pacific Gas & Electric Co (Elkhorn Battery Energy Storage Facility); File Number PLN180371

From: Agency Name: _____
Contact Person: _____
Phone Number: _____

___ No Comments provided
___ Comments noted below
___ Comments provided in separate letter

COMMENTS: _____

_____

_____

DISTRIBUTION

1. State Clearinghouse (15 CD copies + 1 hard copy of the Executive Summary) – include the Notice of Completion
2. County Clerk's Office
3. CalTrans District 5 (San Luis Obispo office)
4. California Coastal Commission
5. Association of Monterey Bay Area Governments
6. Monterey Bay Air Resources District
7. California Department of Fish & Wildlife, Monterey Field Office Environmental Review, Marine Region
8. California Department of Fish & Wildlife, Region 4, Renee Robison
9. Monterey County Free Libraries, Castroville Branch
10. North County Public Recreation District
11. North County Fire Protection District
12. North Monterey County Unified School District
13. Monterey County Agricultural Commissioner
14. Monterey County Water Resources Agency
15. Monterey County RMA-Public Works
16. Monterey County RMA-Environmental Services
17. Monterey County Parks Department
18. Monterey County Environmental Health Bureau
19. Monterey County Sheriff's Office, Donna Galletti
20. Pacific Gas & Electric, Owner
21. Robert Donovan on behalf of PG&E, Applicant
22. Molly Sandomire C/O TRC Solutions, Agent
23. Sheila Sannadan C/OAdams Broadwell Joseph & Cardozo
24. The Open Monterey Project
25. LandWatch Monterey County
26. Property Owners & Occupants within 300 feet (**Notice of Intent only**)

Distribution by e-mail only (Notice of Intent only):

27. U.S. Army Corps of Engineers (San Francisco District Office: Katerina Galacatos: galacatos@usace.army.mil)
28. Emilio Hipolito (ehipolito@nccrc.org)
29. Molly Erickson (Erickson@stamplaw.us)
30. Margaret Robbins (MM_Robbins@comcast.net)
31. Michael Weaver (michaelrweaver@mac.com)
32. Monterey/Santa Cruz Building & Construction (Office@mscbctc.com)
33. Tim Miller (Tim.Miller@amwater.com)

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY

PLANNING

1441 SCHILLING PLACE, 2nd FLOOR, SALINAS, CA 93901

PHONE: (831) 755-5025/FAX: (831) 757-9516

BACKGROUND INFORMATION

Project Title:	Pacific Gas & Electric Co. (Elkhorn Battery Storage Facility)
File No.:	PLN180371
Project Location:	7251 Highway 1, Moss Landing
Name of Property Owner:	Pacific Gas and Electric Company
Name of Applicant:	Molly Sandomire, TRC
Assessor's Parcel Number(s):	133-181-010-000
Acreage of Property:	147.77 acres
General Plan Designation:	Heavy Industrial – Coastal Dependent
Zoning District:	HI (CZ)/Heavy Industrial in the Coastal Zone
Lead Agency:	County of Monterey, Resource Management Agency – Planning
Prepared By:	Yasmeen Hussain, Associate Planner
Date Prepared:	July 2, 2019
Contact Person:	Yasmeen Hussain, Associate Planner
Phone Number:	(831) 796-6407

II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

A. Description of Project:

The purpose of the Elkhorn Battery Energy Storage System (BESS) Project (project) is to enable Pacific Gas and Electric Company (PG&E) to provide reliable and flexible power to the electrical system at and around PG&E's Moss Landing Substation, which serves the South Bay-Moss Landing local sub-area, spanning Silicon Valley to the central coast. This would occur through storage of power during off peak use times and dispersing that power back to the electrical grid for use during high peak use times. The Elkhorn BESS project will include continued use of the existing public utility operation for PG&E at Moss Landing Substation. Operation of the project is intended to reduce existing demand on natural gas power plants by allowing integration of renewable energy into the electrical grid through storage and use during peak need times.

The PG&E Moss Landing Substation is contained within the western 42-acre portion of a 148-acre parcel located at 7251 Highway 1 in Moss Landing (Assessors' Parcel Number 133-181-010-000) (**Figure 1**). The proposed development is limited to a previously disturbed industrially developed area of the substation, approximately 4.5-acres in size. The zoning designation of the area of development is Heavy Industrial, Coastal Zone or "HI(CZ)", and is governed by regulations and policies in the 1982 General Plan, the North County Land Use Plan, the Moss Landing Community Plan, the North County Coastal Implementation Plan, and Title 20 of the Monterey County Coastal Zoning Ordinance. In accordance with the above, implementation of the project requires approval of a Combined Development Permit consisting of a Coastal Administrative Permit and Design Approval for the installation of a battery storage system and a Coastal Development Permit for development with a positive archaeological report and within an environmentally sensitive habitat area. Project materials were reviewed by several County agencies including: North County Fire Protection District, RMA-Environmental Services, RMA-Public Works, and the Monterey County Environmental Health Department. The California Coastal Commission and North County Land Use Advisory Committee (LUAC) also had the opportunity to review the project.

The BESS project will have the capacity to dispatch up to 730 megawatt hours (MWh) of energy to the electrical grid at a maximum rate of 182.5 MW for up to 4 hours during periods of high demand. The BESS project will include the following equipment components:

- Energy storage pad-mounted Megapack units including inverters (approximately 268 anchored on approximately 37 concrete slabs)
- Medium-voltage switchgear units (3)
- 75 or 90 MVA 115kV/21Kv transformers (3)
- 115kV high-voltage circuit breakers (3)
- 115kV disconnect switches (5)
- Dead-end structures (3)
- Approximately 200-foot-long 115kV electric interconnection line
- CAISO metering current transformer, voltage transformer, and CAISO meters

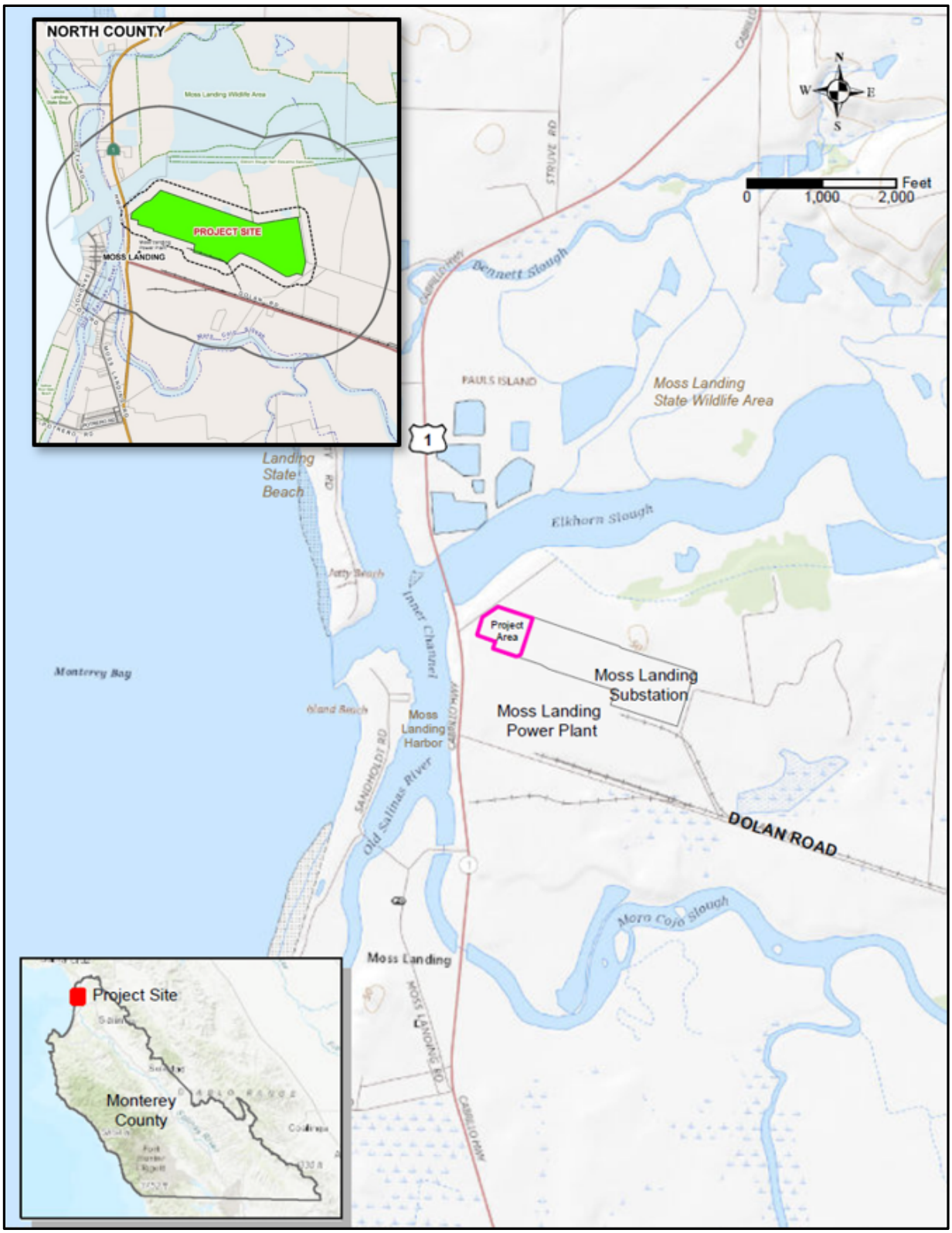

Figure 1 – Vicinity Map & Project Location

MEGAPACK UNITS

The project includes placement of approximately 268 Tesla manufactured Megapack units over 37 concrete slabs. Each unit will be fully integrated with pre-installed components housed in a single storage enclosure, non-occupiable steel cabinet white in color, measuring approximately 23.5 feet in length, 5.3 feet in depth, and 8.25 feet in height. As illustrated in **Figure 2** below, each Megapack unit contains several bays housing different system components. Bay 1 contains a thermal bay for thermal management system components, allowing the unit to operate at full power in within the designed temperature range. Each Megapack contains 17 battery modules housed in bays 2 and 6; battery modules housed in bay 3 will be in a 4 hour configuration. Bay 4 contains the customer interface system consisting of a circuit breaker, interface board, interface panel for diagnostics and system health, and access to control boards for maintenance or repairs. Bay 5 contains bi-directional inverter modules that convert alternative current (AC) power received from the electrical grid to direct current (DC) power for storage within the battery modules and this process is reversed when energy is placed back into the electrical grid.

Figure 2 – Megapack Unit and Layout

Lithium Battery Modules

Each battery module contains 12 battery trays that house the powerpack system, an isolated direct current (DC) converter, fusing, and a battery management system connected in parallel with DC power and communications output connections. The powerpack system is made up of electrodes and electrolytes: rechargeable lithium-ion battery cells, coolant, and refrigerant. The application materials (Source 1) describe the batteries as hermetically sealed (air-tight) lithium-

ion cells, similar to rechargeable batteries in many consumer electronic products, with a voltage of each individual cell at approximately 3.6V. The battery cells do not contain metallic lithium and are composed of: lithium nickel cobalt aluminum oxide ($LiNi_xCo_yAl_zO_2$); lithium nickel, manganese, cobalt oxide ($LiNi_xMn_yCo_zO_2$); lithium nickel, manganese oxide ($LiNi_xMn_yO_2$); lithium cobalt oxide ($LiCoO_2$); carbon; iron; copper; aluminum; nickel; an organic electrolyte (alkyl carbonate); polypropylene; and polyethylene terephthalate. ("Lithium-Ion Battery Emergency Response Guide Tesla Powerpack System, Powerwall, and Sub-assembly, All Sizes", Source 1)

Bio-Directional Inverters
PG&E's electrical transmission grid operates in alternating current (AC). However, energy stored in the battery modules utilizes DC (see discussion above). Therefore, the megapack includes bay(s) that house rack-mounted bio-directional inverter modules that convert the AC power received from the grid to DC powever for storage into the batteries. Due to the inverter's bio-directional capability, energy is converted from DC to AC prior to dispersing it back to the grid.

Alternating Current Switchgear
AC power from PG&E's electrical grid will be received through an existing 115 kilovolts (kV) transmission line. Once received, voltage is reduced through a high voltage circuit breaker, transformer bank and 21kV swithgears. Each megapack also includes an AC swithgear to provide added protection, control, and/or isolation prior to energy conversion into DC and battery storage.

Thermal Management System
The megapack is designed to operate at temperatures between -30^o to 50^o Celsius. As such, an active liquid thermal management system is incorporated for heating and cooling of battery cells. Radiators, pumps, and fans, located at the top of each cabinet (the thermal roof) within each individual megapack circulate a 50/50 ethylene glycol and water mixture ("Ashland Safety Data Sheet", Source 1) through the batteries and power components. In addition to the coolant, a refrigerant (R134a or 1,1,1,2-tetrafluoroethane) is sealed within a fully closed-loop thermal subsystem with a compressor and pressure-relief valve ("Mexhichem Safety Data Sheet", Source 1). The design of this system allows any necessary discharge from this valve to be contained within the thermal bay and not released outside of the megapack unit.

CONNECTION TO THE EXISTING PG&E ELECTRICAL TRANSMISSION SYSTEM
As discussed above, energy for storage will be received through and existing 115kV transmission line at the Moss Landing Substation. Project components necessary to receive and re-distribute electricity to and from the electrical grid includes: 21kV switchgears, a transformer bank, high voltage circuit breakers, dead-end structures, a 21kV underground cable system integrating the batteries and inverters, and an above-ground 200-foot long 115kV interconnection line connecting to the existing 115kV transmission line. This equipment also includes disconnect switches and a CAISO meter. These components will be located at 1.5-acre southeast portion of the 4.5-acre development site. The dead-end structures are approximately 36-feet tall, the transformer banks are approximately 20-feet tall, and the high voltage circuit breakers and 21kV switchgears are approximately 15-feet tall.

CONTROL AND MONITORING

Real time monitoring and control of the BESS will occur through a single point interface, a Site Controller, utilizing a Supervisory Control and Data Acquisition (SCADA) control system. SCADA allows the controller to communicate with each individual megapack through remote access for optimizing the aggregate power output. Historical operational data can also be gained through SCADA to ensure long-term efficiency of the BESS.

FIRE PREVENTION

Although no plan has been submitted, the application materials (Source 1) demonstrate the project will include deployment of thermal imaging cameras to provide continuous coverage of the site to detect smoke or thermal events. Each individual megapack will not have an active fire suppression system. Tesla's lithium-ion technology does not contain solid metallic lithium ("Lithium-Ion Battery Emergency Response Guide Tesla Powerpack System, Powerwall, and Sub-assembly, All Sizes", Source 1) and therefore, water may be used for fire suppression. The site plans include installation of 2 new fire hydrants at the southwest and northwest corners of the development area.

DRAINAGE

As discussed in subsequent Section B. Surrounding Land Uses and Environmental Setting of this Initial Study, there is an existing stormwater drainage system on the subject property. The application materials (Site Plan, Source 1) indicates that the existing paved drainage swales north and south of the BESS area will be removed and replaced at their existing location.

LIGHTING

The existing 115kV yard has approximately 15 pole mounted lights and 37 steel structure mounted lights which are operated all night for safety and security. Generally, illumination during nighttime will be required for maintenance, which is expected to occur less than four times per year.

Although an exterior lighting plan was not submitted, the application materials indicate that exterior lighting will have an illumination of approximately 2-foot candles. Lights will be placed at each end of each row of megapack units, with the exception of the westernmost rows, where lights will be placed only on the eastern side of the units. Lights will either be mounted on poles at a height of approximately 12 feet or mounted on Megapack units at a height of approximately 8.25 feet.

Additional safety and security lighting that will be installed near PG&E high voltage (115kV) equipment include approximately six fixtures, mounted at 9 feet in height, and four fixtures mounted at 12 feet in height. This lighting will be the same style as existing substation lighting in the adjacent substation yards and will be operated all night for safety and security.

CONSTRUCTION

All construction, temporary storage, temporary stockpile areas, and construction related parking areas will be within the existing substation footprint. The application materials indicate that prior to land disturbance, the site will be surveyed and reference points installed. No tree removal is proposed. Construction will then commence with rough grading of the site followed by excavation of foundations. Once the foundations are complete, wiring and structures will be

installed. Construction of the BESS and PG&E's associated switchgear and high-voltage equipment will generally occur concurrently.

Duration
Construction for the project is anticipated to begin in late 2019 and early 2020, with closing-out activities continuing through summer 2021. The applicant provided a Construction Management Plan. Hours of operation will occur from 7 a.m. to 5 p.m., 7 days a week. Weekend work will only occur to support clearances for the electrical system. Construction crew may work from 30 minutes after sunrise to 30 minutes before sunset. No nighttime construction is anticipated.

Grading
The total cut quantity of construction activities will be about 7,850 cubic yards (CY) and the total fill will be approximately 3,450 CY. All excavated soils will be stockpiled within the development area and tested for contaminants (i.e. petroleum hydrocarbons, heavy metals, and polychlorinated biphenyl) prior to its removal. If contaminated soils are identified during construction, safe soil handling will occur in accordance with PG&E's existing procedures. If soils are clean, it is anticipated that approximately 3,500 CY of soil for the BESS portion of project and approximately 900 CY of soil for the PG&E's interconnection equipment portion of the project, for a total amount of 4,400 CY soil, will be off-hauled to the Monterey Peninsula Landfill and Recycling Facility. There will be an average of approximately 11 round-trip truck trips per week for equipment deliveries and to remove soil.

Equipment Installation
After rough grading is completed, slab foundations for the transformers, switchgear, and breakers will be installed followed by augured foundations for the switch structures and CAISO meter. Six augured foundations, approximately 18 feet deep, will support the dead-end structures (2 per dead end). The ground grid will be installed underground, backfilled, and compacted. Then, the formwork/reinforcement steel will be installed and concrete will be poured in place. Once the foundations are complete, conduit will be installed between the foundations in 4-foot-deep trenches approximately 1 to 2 feet wide. The major equipment will then be delivered directly to their foundations.

The Megapacks ship with the battery modules, bi-directional inverter, thermal management system, and AC switchgear all pre-installed and pre-tested at Tesla's Gigafactory in Nevada. Each Megapack arrives on site on a flatbed trailer and can be offloaded by lifting from the four top corners. The BESS equipment will be placed on top of concrete pads approximately 6 inches above ground and levelled. The Megapacks will be placed back to back with no gap between them and anchors will be placed along the exterior long sides.
Once all the equipment is in place, power, control, and fiberoptic cables will be pulled and terminated, followed by testing and commissioning.

As part of the application materials (Source 1.e), the applicant provided a list of typical construction equipment anticipated for use with the site preparation, grading, and installation of all BESS components. See **Table 1** below.

EQUIPMENT	USE	# ONSITE
Bobcat	Move soil to central location for storage/removal	2

Cable Puller	Pulls cables into conduits	1
Compactor	Compact fill/base rock	1
Crane	Lifts breakers, switches, transformers, switcher enclosures, & battery packs into final position	1
Delivery Truck	Deliver materials to site	1
Dump Truck	Deliver rock, off-haul spoils	1
Excavator/Backhoe	Excavate for trenches, conduits, & foundations	2
Forklift/Gradall	Offload materials	2
Fuel/Maintenance Truck	Fuel & maintain construction vehicles	1
Man Lift	Access equipment higher than 6-feet, connect high-voltage conductors to structures	2
Motor Grader	Grade & level site	1
Transportation Vehicle/Buggy	Site management, monitor construction, & escort vehicles	2
Trench Compactor	Compact excavated trenches	2
Water Truck	Dust control	1

Table 1 – Typical Construction Equipment

Traffic Management

Traffic during construction will increase due to frequent material deliveries, including aggregate base rock, concrete, battery packs, pad mounted transformers, and miscellaneous construction materials. The project will also include the off-haul of materials, including soils from excavation. Estimated quantities for each category are listed in **Table 2** below, along with estimated frequency rates for each.

MATERIAL	QUANTITY ($yrds^3$)	TOTAL LOADS	FREQUENCY (TRIPS/DAY)
Stone (Imported)	3,450	173	15
Concrete (Imported)	340	43	8
Battery Packs	268	268	6
Pad Mount Transformers	67	22	4
Rebar (Imported)	6	6	1
Breakers	3	1	1
Steel	2	2	1
Switches	1	1	1
CCTVs	1	1	1
Station Service	1	1	1
Switchgear	3	3	1
Conduits & Grounds	1	1	1
Insulators	1	1	1
Bill of Materials	5	5	2
LV Cables	20	5	2
MV Cables	18	6	1
Soils (Exported)	4,400	440	15

Table 2 – Quantity and Frequency of Deliveries and Off-Haul Materials

All trucking deliveries and off-haul traffic will use the Dolan Road gate, located on Dolan Road,

approximately 0.25 miles east of the Highway 1 and Dolan Road intersection. Trucks exiting the site will be routed east to either Castroville Boulevard or Highway 101 when hauling soils to the Monterey Peninsula Landfill and Recycling Facility in Marina, California. The return route from the landfill will be north on Highway 1 to Dolan Road, turning east (right turn) onto Dolan Road. Based on the application materials (Traffic Management Plan, Source 1), truck trips will be scheduled during non-peak hours and spread throughout the day to avoid construction-related peak-hour trips.

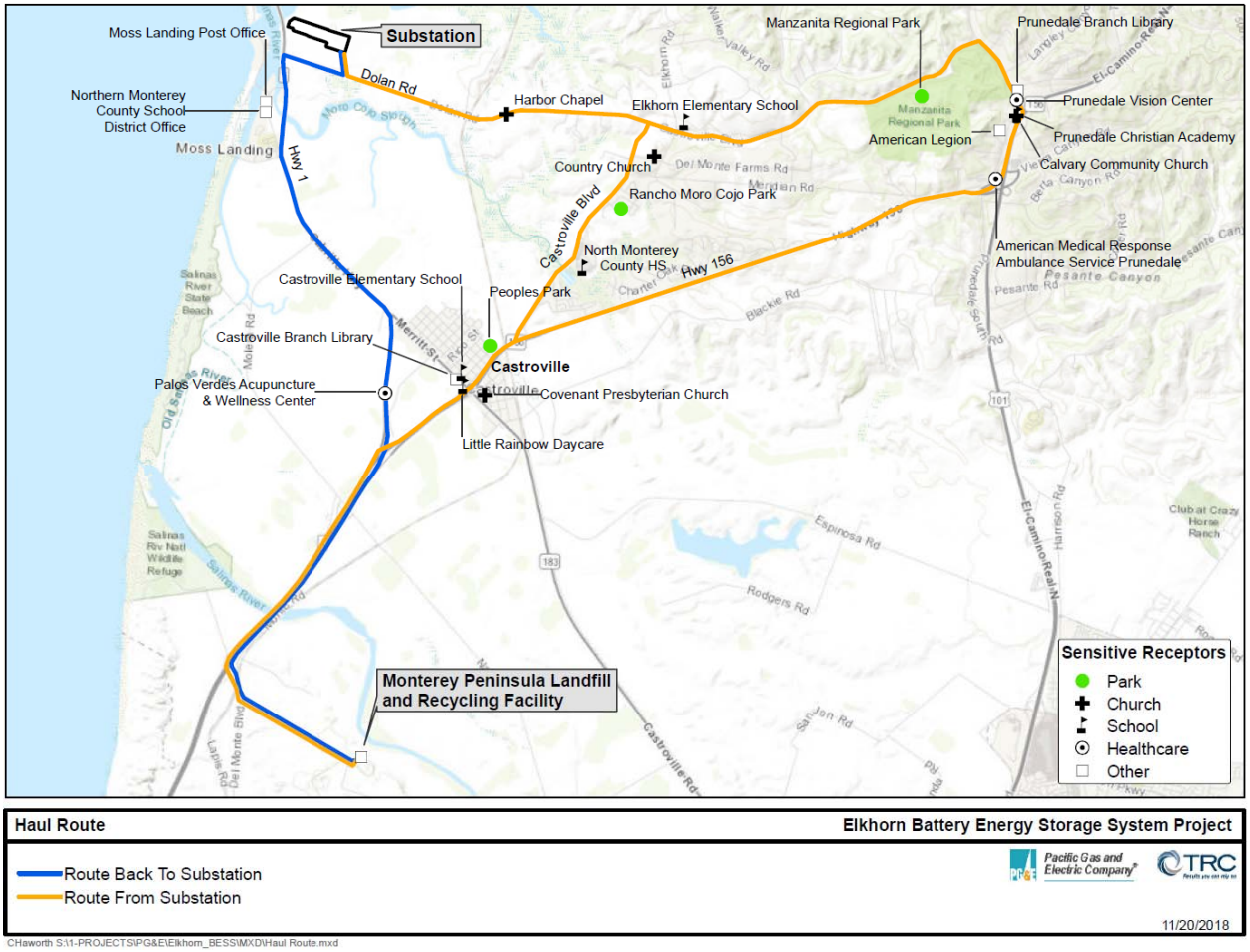

Figure 3 – Haul Route Map

The Haul Route Map (**Figure 3** above) illustrates the project vicinity, proposed route for hauling material, and locations of sensitive receptors (schools, hospitals, etc.) along the haul route. Project stockpiles and parking for construction vehicles will be located within Moss Landing Substation. No sensitive areas (tree protection zones, drainage, habitat, slopes, etc.) are located within the substation.

OPERATION AND MAINTENANCE

The application materials (Source 1) indicates that the operational component of the project will not result in a net increase of existing employee population on the site. Only authorized personnel will be permitted on the property and access will be limited to PG&E and Tesla employees for monitoring and maintenance activities. As discussed below, BESS maintenance

occurs at different levels. The application estimates that between 2 to 10 workers will be onsite during maintenance activities.

System Level Preventative Maintenance
Preventative maintenance of the entire BESS system is anticipated to occur annually with an estimated work time of 2 hours per inverter block. System level preventative maintenance activities include: visual inspection, torque checks, and calibration checks of all components; cleaning of all components; coolant-level, battery and meter checks; transformer, switchgear, protective relay, and fire alarm testing; and touch up, repair, and/or replacement of necessary components.

Megapack Maintenance
In addition to system level preventative maintenance, preventative maintenance of each megapack unit is anticipated to occur every 5 years with an estimated work time of 1 hour per unit. Megapack maintenance activities include refrigerant refill and pump replacement.

Equipment Enclosure Maintenance
In addition to system level preventative maintenance, preventative maintenance of equipment enclosures is anticipated to occur every 10 year with an estimated work time of 1 hour per enclosure. Equipment enclosure maintenance activities include coolant refill, fan replacement, and pump replacement for the inverters and coolant refill and replacement of fans, bypass valves, and door gaskets for the units.

Battery Life
The useful battery life is anticipated to be between 15 to 20 years. Once batteries exceed their life expectancy, they will be returned to the Tesla Gigafactory in Nevada for recycling.

B. Surrounding Land Uses and Environmental Setting:
The subject property is 147.77 acres in size, 42 acres of which is comprised of PG&E's Moss Landing Substation facility. The property is in unincorporated Monterey County, California, located approximately 7 miles south of the City of Watsonville. Elkhorn Slough is approximately 250 feet north of the project site at its nearest point. Moss Landing Power Plant borders the south side of the substation property while Moss Landing Harbor is located across Highway 1, about 400 feet to the west (see **Figure 4**).

Surrounding zoning include Resource Conservation to the north and west, Coastal Agriculture Preserve and Agriculture Conservation to the north and east, and Heavy Industrial to the south; all within the Coastal Zone. Existing uses in the project's vicinity include industrial development (Moss Landing Power Plant and National Refractory) to the south, harbor and commercial facilities to the west, agricultural (grazing and row crops) to the north and east of the subject property. The land use designation of the subject property is Industrial – Coast Dependent – Heavy and zoning is Heavy Industrial, Coastal Zone (CZ). The proposed development area is within the western portion of the existing substation, west of the 115 kilovolt (kV) yard (see **Figure 5**) and is unvegetated and industrially developed with gravel and asphalt covering compacted fill. Ruderal and non-native grassland habitats are located north and west of the project area.

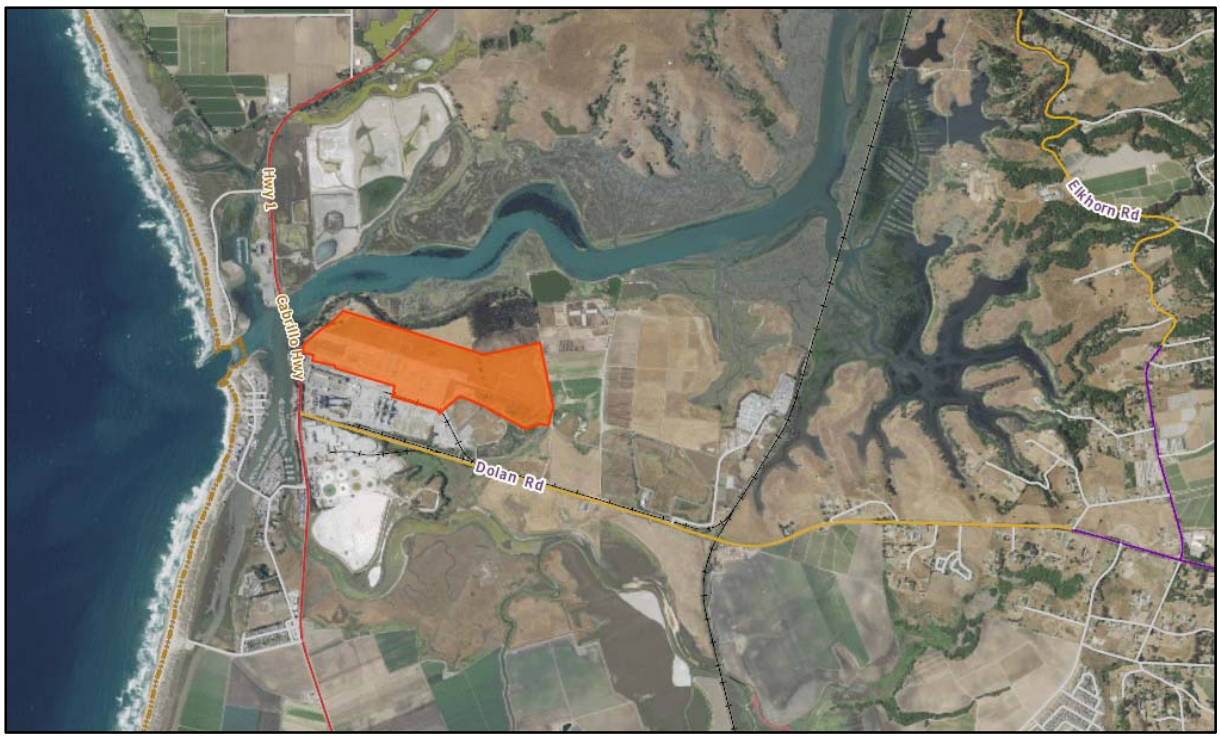

Figure 4 – Contextual Map: Subject Parcel Outlined in Orange

Figure 5 – Area of Proposed Development

PROJECT SITE HISTORY

The subject property was once part of the Moss Landing Power Plant (MLPP) which was constructed in 1949. In 1950, the MLPP began operating and generating electricity with Units 1, 2, and 3 being in commercial service. In 1952, Units 4 and 5 were occupied to expand the current power production of the MLPP. In 1968, Units 6 and 7 were occupied, which are the 2 500-foot exhaust stacks. These 7 units produced a combined net capacity of 2,060 megawatts. This power was then transmitted to either the 115kV, 230kV, or 500kV switchyards for distribution into the PG&E grid system. In 1998, a Parcel Map was filed (Volume 20, Page 64 of Parcel Maps) memorializing the subdivision (Monterey County File No. PLN970371) of the MLPP property. The subject property, Parcel A, was retained by PG&E and Parcel B was divested and is now owned by Duke Energy Moss Landing LLC.

On August 31, 2011, the Monterey County Planning Commission approved a Combined Development Permit (Monterey County File No. PLN090274, Resolution No. 11-029) allowing the expansion of the PG&E Moss Landing Substation consisting of: the expansion and reconfiguration of existing 115 kV and 230 kV transformer banks, replacement of lattice towers with tubular steel poles, relocation of a microwave telecommunications tower, and the relocation of an outdoor test facility.

EXISTING SITE CONDITIONS

The above referenced permit included the removal of the 115kV switchyard within the area of the proposed BESS and as of this date, its removal has been completed. Almost all of the 42-acre portion of the subject property is industrially developed, with either gravel, asphalt, or pavement, associated energy structures/facilities, accessory structures such as offices, and a perimeter wall surrounding the substation area. (Source 9)

Archaeological/Cultural Setting

Moss Landing, in general, is rich with archaeological and cultural resources (Sources 3 and 4). Although the area of proposed development has been previously disturbed, Monterey County GIS data indicates that the archaeological sensitivity remains high and it is in proximity of recorded positive archaeological sites.

Biological Setting

During staff's site visit (Source 9), no environmentally habitat areas were observed in the area of the proposed BESS. However, Monterey County Geographic Information System (GIS, Source 7), data indicates the potential for sensitive flora and fauna to be on or near the site. In addition, the proposed development is approximately 250-feet from the Elkhorn Slough and there are known occurrences of California tiger salamander (*Ambystoma californiense*) and California red-legged frog (*Rana draytonii*) in proximity of the project area.

Geological Setting

The seismic hazard for the area of development is considered very high or "VI" (GIS, Source 7). The underlying soils in the area are wind-blown deposits of Manresa Beach, coastal terrace deposits, with clay and iron oxide cementation in the upper weathered zone which have low susceptibility to flooding and liquefaction (Kleinfelder, Source 10). Subsurface soils (upper 35 feet) in the area of development were medium dense to dense sands with varying amounts of silt

and clay, except in one area. The northeastern portion of the development area contained subsurface soils that were loose sands at depths between of 8 and 21 feet.

Local and Regional Traffic Setting
Primary vehicular access to the area is provided by Highway 1, a highly constrained roadway during peak travel hours with a level of service (LOS) rating of "F." This condition can be attributed by the high volume of regional traffic and physical limitations of the roadway. Highway 1 is reduced from a 4-lane segment to a 2-lane segment between the Salinas Road and Highway 156 interchanges. Very little of the existing traffic condition is generated by the Moss Landing Community, including the subject property.

Secondary vehicular access to the vicinity is provided by Dolan Road which has a rating of LOS B. This roadway connects to Highway 156 (via Castroville Boulevard) and Highway 101 (via Castroville Boulevard and San Miguel Canyon Road).

C. Project Approvals Required:

The Project is entirely within the jurisdiction of the County of Monterey and approval from any outside agencies would not be required. However, comments from the California Coastal Commission would be incorporated, if desired by the agency. The subject property is governed by policies and regulations contained in the 1982 Monterey County General Plan (General Plan), the North County Land Use Plan (North County LUP), the Moss Landing Community Plan (MLCP), the Monterey County Coastal Implementation Plan, Part 2 (North County CIP), and the Monterey County Coastal Zoning Ordinance, Part 1 (Title 20). Implementation of the project of requires approval of a Combined Development Permit consisting of a Coastal Administrative Permit and Design Approval for the installation of a battery storage system and a Coastal Development Permit for development with a positive archaeological report and within an environmentally sensitive habitat area.

Subsequent to obtaining the above discretionary permit approvals, the project would require ministerial approval from the Environmental Health Bureau, RMA-Public Works and Facilities, RMA-Environmental Services, and North County Fire Protection District through the County's building permit process. In addition, any conditions of approval required by the reviewing agencies would require compliance prior to issuance and/or final of ministerial permits. RMA-Environmental Services has conditioned the project to obtain a Storm Water Pollution Prevention Plan (SWPPP). Therefore, approval by the Central Coast Regional Water Quality Control Board (CCRWQCB) would also be required. The subject parcel is also within the appeal jurisdiction of the California Coastal Commission (CCC). No other public agency permits would be required under this request.

D. Potential Impacts Identified:

The BESS project is not located within an identified agricultural or State forest area and is not a mineral resource recovery site. Project implementation would require minimal consumption of energy, would not induce or reduce the population or availability of housing, or cause reduction of the existing level of services for fire, police, public schools, or parks. Therefore, the project would have no impact on agricultural and State forest resources, energy, mineral resources, population and housing, public services, recreation, or wildfires. See further discussion in Section IV of this Initial Study.

Potential impacts have been identified to air quality, cultural resources, geology/soils, greenhouse gas emissions, hazard/hazardous materials, hydrology and water quality, and land use/planning (see Section VI, Environmental Checklist, of this Initial Study). Conditions of approval have been incorporated into the project to assure compliance with County requirements to the extent that they mitigate the identified potential impacts. Therefore, mitigations were not necessary for the project to have a less than significant impact on these resources.

Potential impacts to biological resources, cultural resources, transportation/traffic, and tribal cultural resources caused by temporary construction activities and site excavation resulting from project implementation have been identified and mitigation measures have been recommended to reduce these impacts to a less than significant level (see Section VI, Environmental Checklist, of this Initial Study).

Potential cumulative impacts to air quality, greenhouse gas emissions, hazards/hazardous materials, traffic and tribal cultural resource have been identified resulting from temporary construction activities. These impacts have been analyzed and as discussed in Section VII – Mandatory Findings of Significance of this Initial Study, these potential impacts have been found to have a less than significant impact on the environment.

III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS

Use the list below to indicate plans applicable to the project and verify their consistency or non-consistency with project implementation.

General Plan/Area Plan	☒	Air Quality Mgmt. Plan	☒
Specific Plan	☐	Airport Land Use Plans	☐
Water Quality Control Plan	☒	Local Coastal Program-LUP	☒

1982 Monterey County General Plan

The project site is subject to the *1982 Monterey County General Plan* (General Plan) which provides regulatory framework, through goals and polices, for physical development. The proposed project is consistent with the land use designation of this site. The proposed project is located within the Moss Landing Community, but not within a 100-year floodplain area. The battery storage system will not contribute to a significant level of air pollution, nor an increased level of industrial noise at the Moss Landing Power Plant. Therefore, this battery storage system on an existing substation yard is consistent with the General Plan. **CONSISTENT**

North County Land Use Plan/Moss Landing Community Plan and Coastal Implementation Plan

The Project was reviewed for consistency with the North County Land Use Plan (NC LUP), Moss Landing Community Plan (MLCP), and Monterey County Coastal Implementation Plan, Parts 1 (Title 20) and 2 (Chapter 20.144) which provides goals and policies for development in the unincorporated coastal area of North Monterey County. These make up the Local Coastal Program that applies to the Project. Chapter 7 of the NC LUP outlines 3 basic tests for demonstrating a

project's conformance with the plan: 1) the project must conform to the type and intensity of uses permitted within the specific geographical area concerned; 2) the project must conform to the policies listed in Chapters 2 through 6 of the NC LUP[1]; and 3) the project must fully meet any specific zoning provisions adopted to implement the plan. As described in Section II.A. Description of Project, of this Initial Study, the project consists of a Battery Energy Storage System (BESS) (see **Figures 1** and **2**) on a property with a Heavy Industrial – Coastal Dependent land use designation and zoned Heavy Industrial. As discussed in Sections IV and VI of this Initial Study, the project, as proposed, conditioned, and mitigated, is consistent with Chapters 2 through 6 of the NC LUP. Chapter 5.5 of the Moss Landing Community Plan acknowledges the existing energy facility and industrial use of the subject property. Policies in this chapter allow for expansion and modernization of the facility provided off-site expansion is avoided and it conforms to all other requirements of this plan, and other state and federal regulations. The proposed BESS project would provide energy storage to allow for sustainable, renewable energy resources within an existing developed area of the site. **CONSISTENT**.

Air Quality Management Plan

The Air Quality Management Plan (AQMP, Source 8) for the Monterey Bay Region addresses attainment and maintenance of state and federal ambient air quality standards within the North Central Coast Air Basin (NCCAB), including Moss Landing. Consistency with the AQMP is an indication that the project avoids contributing to a cumulative adverse impact on air quality; not an indication of project specific impacts which are evaluated according to the Monterey Bay Air Resources District's (MBARD) adopted thresholds of significance. Indirect emissions associated with industrial population-serving projects[2] are found consistent with the AQMP if any project related population increase does not exceed the estimated cumulative population of the relevant forecast listed in the AQMP. The project is intended to provide for an efficient operation of a public utility. It is anticipated that 2 - 10 employees would be required to run the BESS facility, resulting in no substantial increase of population in the area as part of the operational component of the project. The project does not include residential development and therefore, would not result in a population increase not already accounted for in the AQMP. Direct emissions associated with industrial population-serving projects are found consistent with the AQMP. The project's construction emissions that would temporarily emit precursors of ozone are accommodated in the emission inventories of state- and federally-required air plans. The project would not cause an increase of stationary emissions than what currently exists. **CONSISTENT**.

Water Quality Control Plan

The subject property lies within Region 3 of the Central Coast Regional Water Quality Control Board (CCRWQCB) which regulates sources of water quality related issues resulting in actual or potential impairment or degradation of beneficial uses, or the overall degradation of water quality. Operation of the implemented project would not generate pollutant runoff in amounts that would cause degradation of water quality. In accordance with Chapter 16.12 of the Monterey County Code, the proposed project has been conditioned by RMA-Environmental Services requiring the applicant to submit a drainage and erosion control plan. The CCWWQCB has designated the Director of Health as the administrator of the individual sewage disposal regulations, conditional upon County authorities enforcing the Regional Water Quality Control Plan, Central Coast Basin (Basin Plan). These regulations are codified in Chapter 15.20 of the Monterey County Code. The Environmental Health Bureau has reviewed the Project to and from the existing septic design and location consistent with these regulations. For additional discussion on hydrology and water quality, please refer to Section VI.10 of this initial Study. **CONSISTENT**.

[1] If the proposal is not consistent with the policies contained in Chapters 2 through 6, the project shall not be approved unless it is modified to be consistent.

[2] Industrial projects intended to meet the needs of the population forecasted in the AQMP.

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

A. FACTORS

The environmental factors checked below would be potentially affected by this project, as discussed within the checklist on the following pages.

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

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a non-sensitive environment, and are easily identifiable and without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

☐ Check here if this finding is not applicable

FINDING: For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation or maintenance of the proposed project and no further discussion in the Environmental Checklist is necessary.

EVIDENCE: Section VI.2 – Agricultural and Forest Resources - Data contained within the Monterey County Geographic Information System (GIS) identifies that the subject property does not contain farmland designated as Prime, Unique, of Statewide or Local Importance, or under Williamson Act contract. Although there are

properties with an agricultural conservation zoning designation north of the site, there were no ongoing agricultural uses on the property observed during staff's onsite visit. Therefore, the project would not result in conversion of prime agricultural lands to non-agricultural uses or impact agricultural resources. There also is no forest land located on the project site. Thus, the project would have no impact on forest resources. (Source: 1, 3, 6, 7, and 9) *No Impact.*

VI.6 Energy – Moss Landing Community Plan Key Policy 5.5.1 states that the County shall encourage maximum use and efficiency of existing coastal dependent energy facilities and allow for their reasonable long-term growth, consistent with maintaining the environmental quality and character of the Moss Landing Community and its natural resources. As described in the Section II.A – Description of Project of this Initial Study, implementation of the project includes the establishment of a Battery Energy Storage System. The State Legislature enacted Assembly Bill No. 2514 on September 29, 2010, which requires the California Public Utilities Commission (CPUC) to procure viable and cost-effective energy storage systems by specific target dates. The project is consistent with this bill as it permits the storage of energy, including alternative energy, during times of high production but low demand. The project proposes to receive, store and discharge electric energy to and from the PG&E electrical grid. The project would consume minimal energy for functions such as safety and security lighting and facility monitoring during construction and operation. The project proposes to install motion censored lighting for egress/ingress purposes, which would reduce the amount of energy utilized with continuous lighting. Therefore, the project would not result in impacts to energy resources. (Source: 1, 2, 3, and 4) *No Impact.*

Section VI.12 - Mineral Resources - The Monterey County Geographic Information System (GIS) and a site visit conducted by staff verifies that there are no mineral resources for commercial use on the site. In addition, the project site is not located within an area of a known mineral resource or areas designated for mining. Therefore, no impacts would occur on mineral resources (Source: 1, 7, and 9) *No Impact*.

Section VI.14 – Population/Housing - Implementation of the BESS project would result in the modification of an existing heavy industrial use. The operational component would require approximately 2-10 employees but would not result in a net increase of overall employees on the site. The project does not include establishment of residential units or displacement of existing housing units. Project maintenance would occur at 1, 5, and 10-year intervals and would not require construction workers to relocate. Therefore, the project would not cause an increased demand for additional housing or substantially induce population growth in the area, either directly or indirectly, as no new public infrastructure would be extended to the site. The project would have no significant impacts related to population and/or housing. (Source: 1, 3, 6 and 9) *No Impact.*

Section VI.15 – Public Services - The project area is served by the North County Fire Protection District. Upon review, the district determined this project would not need new or upgrading of fire protection services. Conditions of approval for the Combined Development Permit were not recommend as Monterey County Fire Code requirements would be applied at the building permit stage. Project operations would occur within the substation and would not require any changes to government facilities such as parks, schools, police departments, fire districts or other public facilities. Existing emergency egress remains along Highway 1, which would not be affected by project implementation. No existing roads would be closed because of project construction; thus, no emergency services access would be impacted. (Source: 1, 6) *No Impact.*

Section VI.16 – Recreation - Implementation of the project would establish an energy battery storage system in a heavy industrial zoned parcel. Construction and maintenance activities would be short-term and would remain within the existing substation area. Therefore, the project would not result in a significant increase of the use of any neighborhood and regional parks or other recreational facilities, causing substantial physical deterioration. The proposed development does not trigger the need to provide park or recreation land and/or in-lieu fees established by the 1975 Quimby Act. The project does not include or require construction or expansion of recreation facilities, and would not create significant recreational demands. (Source: 1, 2, 3, and 4) *No Impact.*

VI.20 Wildfires – The project includes passive and active fire protection features as defined in Section II.A – Description of Project of this Initial Study. Data contained within the Monterey County Geographic Information System (GIS), North County Land Use Plan, and Moss Landing Community Plan does not identify the subject property to be located in or near state responsibility areas or lands classified as very high fire severity zones. Therefore, the project would have no impact to wildfires. (Source: 1, 3, 4, 7 and 9) *No Impact.*

B. DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Yasmeen Hussain — July 2, 2019

Signature — Date

Yasmeen Hussain — *Associate Planner*

V. EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).

2) All answers must take into account the whole action involved, including offsite as well as onsite, 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 With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe

the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) 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.

VI. ENVIRONMENTAL CHECKLIST

1. AESTHETICS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista? (Source: 1, 3, 4, 6, 9)	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: 1, 3, 4, 6, 9)	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality. (Source: 1, 3, 4, 6, 9)	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: 1, 3, 4, 6, 9)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

The includes the development and placement of structures within an existing industrially developed site, east of Highway 1, to improve the efficiency in providing power through energy storage. Although the portion of Highway fronting the subject property is considered a rural highway, and the North County Land Use Plan (NC LUP) and Moss Landing Community Plan (MLCP) provides protection of visual resources in the Moss Landing area, the subject property is not designated to be within a visually sensitive area. Currently, existing vegetation provides some screening of the development to the east. See **Figure 6** below. The project does not include development west of Highway 1. The project would remove existing steel lattice and wire towers, and the installed battery packs would not be visible from outside the power plant.

Figure 6 – Existing Views of the Project Site from Highway 1

1(a), (b), and (c). Conclusion: No Impact
NC LUP Section 2.2.2 requires protection of views to and along the ocean shoreline from Highway 1 and Key Policy 2.2.1 prohibits development in beach, dune, estuary, and wetland areas. As stated above, the proposed project is located on the eastern side of Highway 1 and would not obstruct views of the Pacific Ocean, dunes or beaches. Improvements to the site would be consistent with the existing industrial facility. Therefore, the project would have no impact on scenic vistas or degrade the existing visual character of the area.

1(d). Conclusion: Less Than Significant Impact
Stationary light sources consisting of 15 pole mounted lights and 37 steel structure mounted lights exist at the Moss Landing Substation for safety and security. Additional lighting in the area includes safety and security lighting at the adjacent Moss Landing Power Plant, lights from nearby residences, and lights from existing commercial and harbor facilities west of Highway 1.

As discussed in Section II.A Description of Project, of this Initial Study, the project includes installation of safety and security lighting at the ends of the megapack units. However, no

illumination would extend further from the site and nighttime maintenance is expected to occur less than 4 times a year. Additional lighting for safety and security would be installed near the existing 115kV equipment and operated all night. This lighting will be the same style as existing substation lighting and would not be seen in public views due to intervening screening. Application materials indicate that all light fixtures to be use would pre-approved by the International Dark-Sky Association.

Due to the already existing lighting surrounding the area and the presence of the perimeter wall in the project area, the project is not expected to cause a substantial light or glare effects. Therefore, the project would result in a less than significant impact on day and nighttime views.

2. AGRICULTURAL AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (Source: 1, 3, & 6)	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Source: 1,3, & 6)	☐	☐	☐	☒
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))? (Source: 1,3, & 6)	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use? (Source: 1,3, & 6)	☐	☐	☐	☒
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? (Source: 1,3, & 6)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See previous Section II.B (Project Description) and C (Environmental Setting) and Section IV.A (Environmental Factor Potentially Affected), as well as References listed.

3. 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 With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan? (Source: 1, 2 & 8)	☐	☐	☐	☒
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? (Source: 1 & 8)	☐	☐	☒	☐
c) Result in significant construction-related air quality impacts? (Source: 1, 8 & 13)	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations? (Source: 1, 7 & 8)	☐	☐	☐	☒
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Source: 1, 8 & 13)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
Policy No. 20.1.1 of the 1982 Monterey County General Plan requires the County's land use and development policies to be integrated in, and consistent with the natural limitations of the County's air basins. The California Air Resources Board (CARB) coordinates and oversees both state and federal air quality control programs in California. The CARB has established 14 air basins statewide and the subject property is located in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of the Monterey Bay Air Resources District (MBARD). CARB uses ambient data from each air monitoring site in the NCCAB to calculate Expected Peak Day Concentration over a consecutive three-year period. MBARD is responsible for enforcing these standards and regulating stationary sources through the Air Quality Management Plan for the Monterey Bay Region (AQMP) (Source 8).

3(a), (d), and (e). Conclusion: No Impact
As previously discussed in Section III of this Initial Study, the project is consistent with the AQMP, resulting in no impact caused by conflict or obstruction of the plan. At present, Monterey County is in attainment for all federal and state air quality standards for Carbon monoxide (CO), Nitrogen dioxide (NO_2), Sulfur Dioxide (SO_2), lead, and fine particulates

($PM_{2.5}$). Implementation of the project would result in temporary emissions of CO, NO_2, SO_2, lead, and $PM_{2.5}$ during construction and grading activities; however, these would be well within the emittance levels already accommodated within the AQMP, resulting in no impact. The subject property is an existing industrial site and is not in an area where sensitive receptors, such as a housing area or schools, would be affected by construction and/or grading activities. The nearest schools to the project site are the North Monterey County Middle School and North Monterey County High School, which are located approximately 3 miles southeast of the project site. Operation of construction vehicles associated with the project would generate temporary airborne odors, such as diesel exhaust. An existing perimeter wall and vegetation sit between the project site and the nearest residence, which is over 200 feet from the development area. However, there is no large population of people at this distance. Therefore, the project would not result in air quality emissions that would adversely affect a substantial number of people.

3(b) and (c). Conclusion: Less than Significant Impact
The project would have the potential to temporarily impact air quality due to construction activities. However, as discussed in Section II.A Project Description, of this Initial Study, the operational component of the project would not result in a net increase of existing employee population of the site. The project would not make any changes to operations that would cause an increase in air pollutants other than temporary impacts associated with construction (Project Plans, Source 1).

Monterey County is designated as "non-attainment-transitional" for respirable particulates (PM_{10}) for the State's 2-hour ozone standard. Therefore, projects resulting in a substantial increase of PM_{10} emissions would cause a significant impact to air quality. In addition, ambient ozone levels depend largely on the amount of precursors, nitrogen oxide (NOx) and reactive organic gases (ROG), emitted into the atmosphere. Implementation of the project would result in temporary impacts resulting from construction and grading activities caused by dust generation and NOx and ROG emittance. Typical construction equipment would be used and volatile organic compounds (VOC) and NOx emitted from that equipment have already been accommodated within the AQMP. Therefore, their emissions would have a less than significant impact to air quality. The application (Construction Management Plan, Source 1) proposes that soil disturbance activities associated with the project include grading would not exceed 175 cubic yards per day. This amount of grading is less than the 2.2 acres of disturbance per day threshold of significance for PM_{10} set by MBARD's CEQA air quality guidelines (Source 13).

4. BIOLOGICAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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? (Source: 1, 2, 3, 4, 5, 6, 7, 9, 12, 31)	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (Source: 1, 2, 3, 4, 5, 6, 7, 9, 12, 31)	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Source: 1, 2, 3, 4, 5, 6, 7, 9, 12, 31)	☐	☒	☐	☐
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? (Source: 1, 2, 3, 4, 5, 6, 7, 9, 12)	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Source: 1, 2, 3, 4, 5, 6, 7, 9, 12)	☐	☒	☐	☐
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? (Source: 1, 2, 3, 12)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

The Monterey County GIS (Source 7) identifies the potential for several special species within the surrounding area of the project site. The North County Land Use Plan (NC LUP) states that environmentally sensitive habitats are areas which plant or animal life, or their respective habitats, are rare or especially valuable due to their nature or role in an ecosystem and which can be easily disturbed or degraded by human activities and developments. The Coastal Act states environmentally sensitive habitat areas (ESHA) includes riparian corridors, sloughs, saltwater and freshwater marshes, dunes, and maritime chaparral. Although development would be within the existing industrially developed substation, construction activity would have potential to disturb ESHA. Pursuant to NC LUP Policy 2.3.2.2 and North County Coastal Implementation

Plan (CIP) Section 20.144.040.B.2, the a biological assessment was prepared as submitted as part of the project application (Mitchell/Sholty, Source 12).

The biological assessment identified that the area of development was "Urban/Developed" with "Ruderal/Landscaped" area. Near, but outside of the project area, exists grassland habitat (adjacent to the perimeter wall), the Elkhorn Slough (approximately 200 feet to north), a human excavated feature containing shallow water (100 feet to the north), and a dry sediment basin (on the adjacent property, west of the project area). In addition, wetland features were identified over 200 feet east (onsite access road) and immediately south (Dolan Road) of the traveled roadways for construction traffic (Sources 9 and 31).

As part of the assessment, the project biologist made an onsite investigation; reviewed the California Natural Diversity Database (CNDDB) inventory for birds, fish, and mammals (**Figure 7**) and for amphibian, reptile, and invertebrate (**Figure 8**); reviewed the US Fish and Wildlife Service list of threatened and endangered species in the area; and reviewed the California Native Plant Society list of rare and endangered plans in the area. According to the biological assessment, the BESS project area contains approximately 26 wildlife species and 33 plant species, including the California Department of Fish and Wildlife's (CDFW) Species of Special Concern, such as the Western burrowing owl (*Athene cunicularia*) and California red-legged frog (*Rana draytonii*). Other wildlife species on or near the site include the Monarch butterfly, Western snowy plover (*Charadrius alexandrines nivosus*), tidewater goby (*Eucygobius newberryi*) and plant species such as the Congdon's tarplant and Choris' popcornflower.

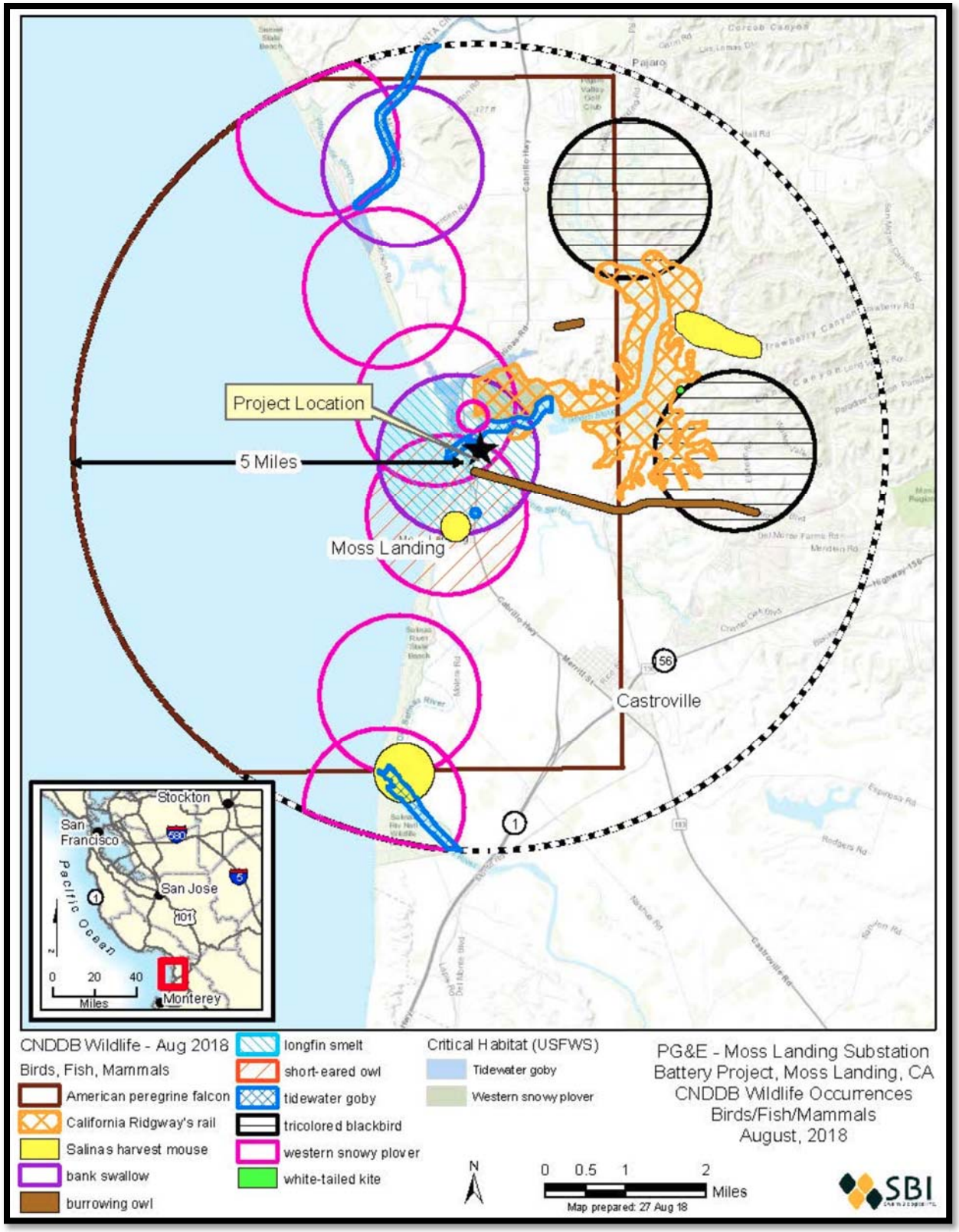

Figure 7 – CNDDB Map of Bird, Fish, and Mammal Records within a 5-mile Buffer

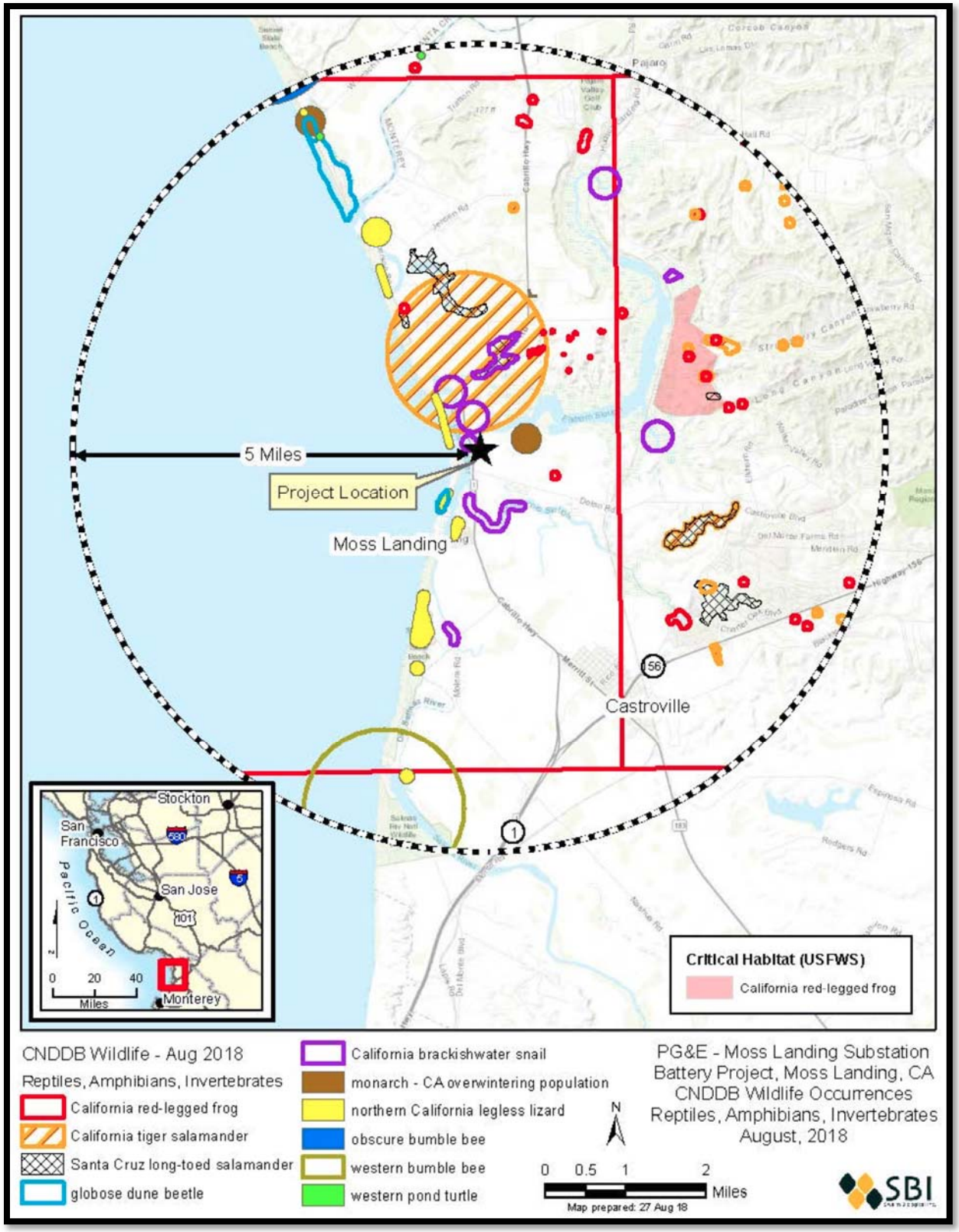

Figure 8 – CNDDB Map of Amphibian, Reptile, and Invertebrate Records within a 5-mile Buffer

4(f). Conclusion: No Impact
No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan exists in the project area. Therefore, the project would have no impact on natural or natural community plans.

4(a), (b), (c), (d), and (e). Conclusion: Less than Significant with Mitigation Incorporated
As discussed below, the biological assessment (Mitchell/Sholty, Source 12) identified CNDDB records of sensitive species known to occur near the project site. Aquatic habitat occupied by California red-legged frog (CRLF), a Federally Threatened and State Species of Special Concern, is located 1 mile east of the project site (**Figure 9**). CRLF require slow moving or still water for juvenile development and can be found in freshwater marshes, stock ponds, and riparian habitats. However, during aestivation or dormancy, they may move to rodent burrows or cracks during dry periods, with a known dispersal range of over 2 miles. The biological assessment notes that there is 1 CNDDB record, from 1975, for California tiger salamander (*Ambystoma californiese*) (CTS), which was found .25 miles north of the project site and recent correspondence from CDFW (Robison, Source 32), identifies another occurrence of CTS, in 2018, within 1 mile of the project site. Similar to CRLF, CTS live in mammal burrows and have a dispersal range of 1.5 miles. The survey also found suitable bird nesting habitat on the steel towers, transformers, and other structures within the substation. An occurrence of Burrowing owl (*Athene cunicularia hypugea*) within substation area during the winter was noted and suitable habitat is present on the north side of the substation. Burrowing owls are found in open, arid or semi-arid environments with short or sparse vegetation, including grasslands, deserts, agricultural fields, ruderal areas and open landscaped areas. Breeding normally occurs from March to August; however, it can begin as early as February through December.

Based on this information, land disturbance, vehicle trips, vibration, noise, and lighting associated with construction of the project would have the potential impact these species. Therefore, mitigation measures have been identified to reduce potential impacts to special status wildlife to a less than significant level.

Figure 9 – CRLF and CTS Locations

Mitigation Measure No. 1: *Biologist Contract.* For the protection of sensitive wildlife species, nesting birds, and wetland habitat, the owner/applicant shall enter into a contract with a qualified

biologist (Project Biologist), and submit said contract to RMA-Planning prior to issuance of construction permits. The contract shall outline and certify an agreement to implement the following actions:

- Review the construction documents (grading plan, building plan, and construction management plan) to verify consistency with the preliminary plans and project biological assessment (Monterey County File No. LIB180417).
- Conduct a preconstruction survey for special status amphibians in accordance **Mitigation Measure No. 2**.
- Conduct a preconstruction survey for nesting birds and Burrowing owl in accordance **Mitigation Measure No. 3**.
- Develop and implement a biological education program for construction personnel. The program shall include, but not be limited to, what the protected biological resource look like, where they can be found, and locations of any special protection areas. Construction personnel sign in sheets verifying biological training was administered and received shall be incorporated within the required monitoring reports in accordance with **Mitigation Measure No. 4**.
- The owner/applicant shall delegate responsibility and authority to the project biologist to stop construction in the event the work is found to be inconsistent with the approved plans, BMP's, or if biological resources are not adequately protected. The contractor and project biologist, shall develop a plan to remediate and/or revise procedures and methods to accomplish the objective of **Mitigation Measure Nos. 2 through 5**.
- Establish set criteria by which successful implementation of **Mitigation Measure Nos. 2 through 5**.
- Prepare and submit a final report to RMA-Planning for review and approval indicating that the **Mitigation Measure Nos. 2 through 5** protection measures in place were successful.

  Mitigation Measure Monitoring Action No. 1a: Prior to the issuance of construction permits for grading or building, the owner/applicant shall submit to RMA-Planning a copy of the contract between the owner/applicant and a qualified biologist (Project Biologist). The contract shall be submitted to the RMA-Planning for review and approval. Should RMA-Planning find the contract incomplete or unacceptable, the contract will be returned to the owner/applicant and a revised contract shall be re-submitted for review and approval. In addition to the contract requirements established in **Mitigation Measure No. 1**, the owner/applicant shall include a note on the construction plans encompassing the language identifying the contract requirements.

  Mitigation Measure Monitoring Action No. 1b: Prior to the final of construction permits for grading or building, the owner/applicant shall submit a final report prepared by the Project Biologist to RMA-Planning for review and approval. The final report shall document mitigation measures that where implemented and their success. Any deviation from measures, occurrences of halting construction, and/or any other issues shall be identified and how the protection objectives have been met shall be explained.

Mitigation Measure No. 2: *Preconstruction Survey – Special Status Amphibians.* For the protection of California red legged frog (CRLF) and California tiger salamander (CTS) and order to ensure grading and construction activities are conducted in accordance with the recommendations contained in the project biological assessment (Monterey County File No. LIB180417), the Project Biologist shall conduct a preconstruction survey for CRLF and CTS in areas where CRLF and CTS may occur. If a CRLF, CTS, or other special-status wildlife species is identified during pre-construction surveys, the Project Biologist shall immediately contact California Department of Fish and Wildlife (CDFW) to consult on the appropriate next steps, including whether a take authorization is necessary through an Incidental take Permit (ITP) issued pursuant to Fish and Game Code Section 2081(b). The Project Biologist shall remain on site during all project related activities until the biologist determines that construction activities will not impact the observed species. No construction activities shall occur within 50 feet of a CRLF or CTS, until it has been confirmed that the amphibian has moved out of the project area. Any work that occurs immediately after or during a rain event (greater than 0.25 inches) shall be monitored by the Project Biologist. Standing water shall be removed from site before starting construction to reduce the risk of CRLF or CTS entering the site.

> **Mitigation Monitoring Action No. 2a:** Prior to issuance of construction permits for grading and/or building, the owner/applicant shall include a note on the construction plans encompassing the language contained within **Mitigation Measure 2**.
>
> **Mitigation Monitoring Action No. 2b:** Prior to of grading and/or building activities, the owner/applicant shall submit a report from the Project Biologist containing the results of the preconstruction survey to RMA-Planning for review. The report shall identify all areas surveyed for CRLF and CTS and notate and map areas where any CRLF and/or CTS were found. If special status species were found, the report shall described how work was halted, if necessary, and how ongoing monitoring will occur.
>
> **Mitigation Monitoring Action No. 2c:** Within three months following final inspection of the construction permit, the applicant shall submit to RMA-Planning a report from a qualified biologist detailing the results of the monitoring inspection and successful implementation of **Mitigation Measure No. 2**.

Mitigation Measure No. 3: *Preconstruction Survey – Nesting Birds and Burrowing Owl.* For the protection of nesting birds and Burrowing owl, and order to ensure grading and construction activities are conducted in accordance with the recommendations contained in the project biological assessment (Monterey County File No. LIB180417), if construction activities occur during the nesting bird season (February 1 through August 31), the Project Biologist shall conduct a preconstruction survey of the project area prior to the start of construction for nesting birds and Burrowing owl. The survey area shall include all portions of the project area containing suitable nesting habitat, including a 100-foot buffer for passerines and 300-foot buffer for raptors. Surveys shall be conducted within 14 days prior to the start of construction. If an active bird nest is identified, an appropriate exclusionary buffer zone shall be delineated and observed around the nest based on species and location, in accordance with PG&E's Avian Protection Plan and in consultation with the Project Biologist. The nest buffer shall remain in place until the young have fledged. If the construction site is left unoccupied by personnel 14 days or longer during the bird nesting season, the survey shall be repeated prior to resuming construction.

Mitigation Monitoring Action No. 3a: Prior to issuance of construction permits for grading and/or building, the owner/applicant shall include a note on the construction plans encompassing the language contained within **Mitigation Measure 3**.

Mitigation Monitoring Action No. 3b: Prior to of grading and/or building activities, the owner/applicant shall submit a report from the Project Biologist containing the results of the preconstruction survey to RMA-Planning for review. The report shall identify all areas surveyed for nesting birds and Burrowing owl and notate and map areas where any nesting birds and/or Burrowing owl were found. If special status species were found, the report shall described how work was halted, if necessary, and how ongoing monitoring will occur. If an exclusionary buffer zone is required, the report shall illustrate where the zone is located and describe how the zone is delineated.

Mitigation Monitoring Action No. 3c: Within three months following final inspection of the construction permit, the applicant shall submit to RMA-Planning a report from a qualified biologist detailing the results of the monitoring inspection and successful implementation of **Mitigation Measure No. 3**.

Mitigation Measure No. 4: *Biological Education Program for Construction Personnel*
For the protection of sensitive wildlife species, nesting birds, and wetland habitat, the owner/applicant shall conduct a biological education program for construction personnel employed or otherwise working in the project area that are associated with the project prior to commencement of any work associated with the project within the project area. The biological education training program shall be developed by the Project Biologist and conducted by the biologist, or their trained designee, for the purpose of educating site personnel of the biology and general behaviors of California reg legged frog (CRLF), California tiger salamander (CTS), nesting birds, and Burrowing owl in all life stages in order to avoid impacts to these sensitive resources. The training shall also include how to identify wetland features. The biological education training program shall be made available in English and for non-English speaking personnel, translation services shall be provided. The environmental education program shall incorporate the following:

a) A presentation by a qualified biologist, or their trained designee, on how to identify CRLF, CTS, nesting birds, Burrowing owl and their potential habitats as well as wetland features;
b) Information about distribution and habitat needs of CRLF, CTS, nesting birds, and Burrowing owl and their sensitivity to human activities;
c) The special status of CRLF, CTS, nesting birds, and Burrowing owl; including legal protection, recover efforts and penalties for violation under the Endangered Species Act;
d) Preparation and distribution of wallet-sized cards and/or a fact sheet handout containing the information identified in a-c above, for site personnel associated with the project to carry when on the project site. The owner/applicant shall provide translated versions of the cards available on site and provide to employees upon request. Each card or handout shall also direct personnel to contact site supervisors in the event CRLF, CTS, nesting birds, Burrowing owl, and wetland features is observed; and
e) If special-status wildlife species are found on site, crews shall immediately stop work and shall contact the Project Biologist.

Upon completion of educational training, all site personnel associated with the project shall sign a form stating they have attended the program and understand the information and are therefore authorized to conduct work in the project area. The training shall be repeated at least once annually for long-term and/or permanent employees that will be conducting work in the project area.

Mitigation Monitoring Action 4a: Prior to the issuance of construction permits, the owner/applicant shall submit the final biological education program for construction personnel to RMA-Planning for review and approval.

Mitigation Monitoring Action 4b: Prior to the issuance of a construction permit, the owner/applicant shall submit evidence to the satisfaction of the RMA-Planning that all personnel associated with the project conducting work within the project area have completed the environmental education program and have been provided with a handout containing information about CRLF, CTS, nesting birds, Burrowing owl, and wetland features consistent with the requirements contained **Mitigation Measure No. 4**.

Mitigation Monitoring Action 4c: Prior to final construction permits, the owner/applicant shall submit a letter prepared in consultation with, and signed by the Project Biologist to the RMA-Planning, confirming successful implementation of the biological education program for construction personnel.

Mitigation Measure No. 5. *Best Management Practices.* In order to ensure construction activities include best management practices that provide overall protection measures for sensitive wildlife species, nesting birds, and wetland habitat, the following shall be included as a note on the construction plans.

- All project activities shall be confined to the designated work areas. No work, including vehicle parking, moving heavy equipment, and staging materials, shall occur in the undeveloped areas outside of the substation.
- Wildlife within the work area shall be allowed to leave on its own unharmed and wildlife found onsite shall not be handled or harassed.
- Vehicles shall observe a maximum 10 mph speed limit while in the work area.
- All food and food-related trash items shall be enclosed in sealed trash containers at the end of each day.
- No pets shall be allowed anywhere in the project site during construction.
- Open excavations shall be covered overnight. If a trapped animal is discovered, the animal shall be allowed to escape, or a qualified biologist shall assist in moving the animal. If a state- or federally listed species is found trapped, dead, or injured onsite, the owner/applicant, contractor, or biologist shall notify the California Department of Fish and Wildlife and/or the U.S. Fish and Wildlife Service, as appropriate. Excavations shall be inspected for the presence of wildlife prior to backfilling.
- Personnel shall inspect the project area for wildlife before moving materials.
- All vehicles and construction equipment shall be refueled on paved surfaces or within secondary containment, and any spills shall be cleaned up immediately. Appropriate BMPs shall be implemented for handling and storing fuel, oil, and hazardous waste.

- Work will occur during daylight hours. If work at night is necessary, the crews shall consult with the PG&E Project Biologist prior to proceeding.
- No monofilament plastic (e.g., matting, fiber roll, wattles, silt fencing backing or sod) will be used for erosion control because it poses an entrapment hazard for wildlife. Appropriate materials include burlap, coconut fiber, or other materials identified in the general or site-specific SWPPP.

  Mitigation Measure Monitoring Action No. 5a: Prior to issuance of construction permits for grading and/or building, the owner/applicant shall include a note on the construction plans encompassing the language contained within **Mitigation Measure No. 5** to RMA-Planning for review and approval.

  Mitigation Measure Monitoring Action No. 5b: Prior to final of construction permits for grading and/or building, RMA-Planning staff shall field verify that implementation of the best management practices was successful.

The biological assessment (Mitchell/Sholty, Source 12) found no wetland features within the project area but does identify potential project related impacts to wetland features in proximity to grading, construction, and construction vehicle traffic. (**Figure 10**).

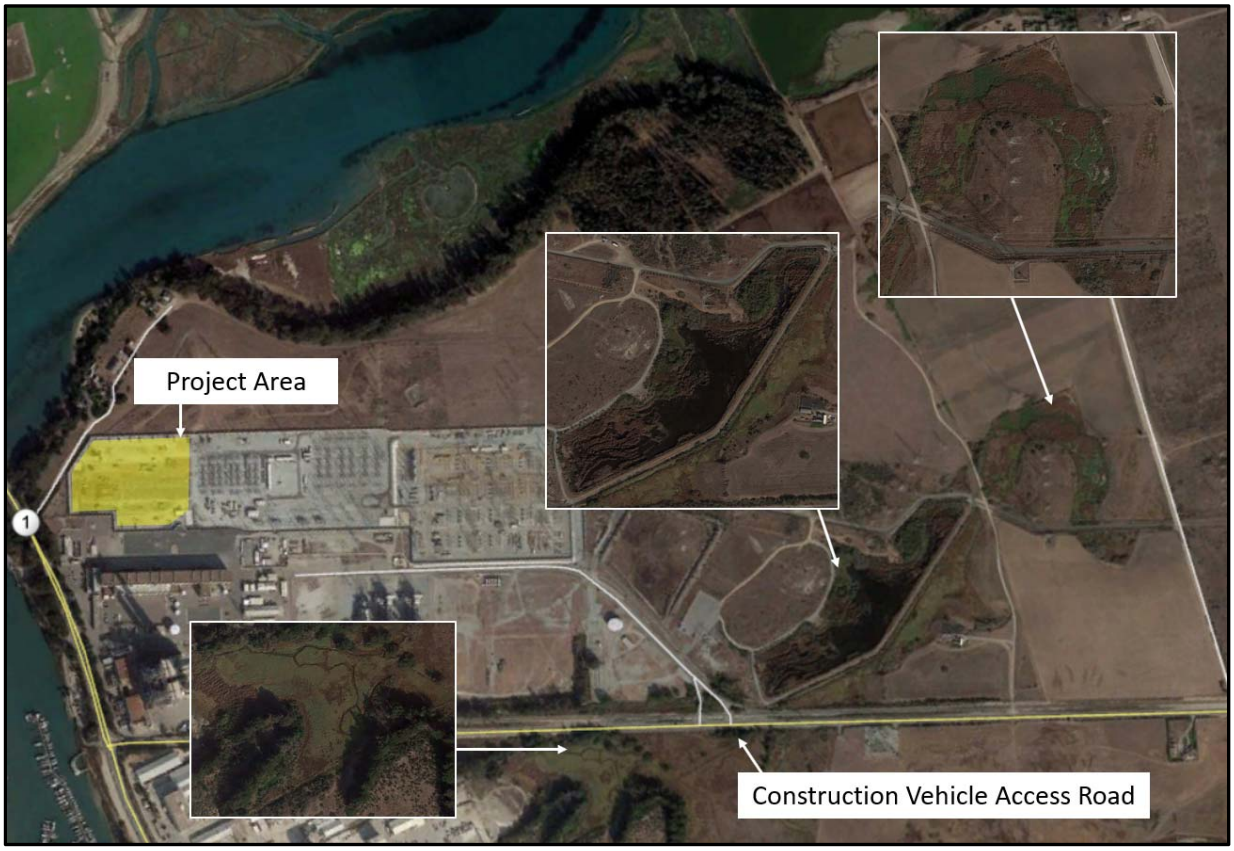

Figure 10 – Nearby Wetlands

NC LUP Section 2.3 considers the potential factors that would affect environmentally sensitive habitats such as alterations in drainage systems, sedimentation, and obstacles to water circulation

and General Policy 2.3.2 prohibits vegetation removal, excavation, grading, filling and construction of roads and structures, with the exception of resource dependent uses. Where development is allowed, land disturbance is limited to the minimum amount necessary for structural improvements. The project involves grading of 7,850 cubic yards (CY) of cut and fill of approximately 3,450 CY. In addition, approximately 900 CY of soil excavation is required for the PG&E's interconnection equipment portion of the project. As a result, soil erosion, siltation, and/or stormwater runoff during construction of the project would have the potential to impact wetland features. In accordance with Monterey County Grading requirements, RMA-Environmental Services has applied standard conditions of approval requiring submittal of a copy of an approved Stormwater Pollution Prevention Plan, and erosion control plan, grading plan, and stormwater control plan. In addition, implementation of Mitigation Measure Nos. 1, 4, and 5 would ensure protection of nearby wetland features during construction activities. Therefore, the project as condition and mitigated, would have a less than significant effect on ESHA, including special status species and wetlands, and would not conflict with applicable policies and regulations for the protection of ESHA.

5. CULTURAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (Source: 1, 3, 5, 7, 10, 11, 22, & 24)	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Source: 1, 3, 5, 7, 10, 11, 22, & 24)	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries? (Source: 1, 3, 5, 7, 10, 11, 22, & 24)	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

Monterey County Geographic Information System (Source 7) indicates the project site has a high archaeological sensitivity and is located within, and adjacent to, a number of positive archaeological sites. The North County Land Use Plan (NC LUP)(Source 3) recognizes that Moss Landing is rich with cultural resources which contributes to the unique setting of the area. As such, NC LUP Key Policy 2.9.1 states that archaeological resources, including areas considered to be archaeologically sensitive but not yet surveyed or mapped, shall be maintained and protected for their scientific and cultural heritage values. Section 2.9.2 calls for avoidance of archeological resources; and if avoidance is not possible, impacts shall be minimized to the greatest extent feasible. For example, preservation of an entire site is preferred over the excavation of the resource, particularly where the site has potential religious significance. In accordance with Section 20.144.110.B of the North County Coastal Implementation Plan (Source 5), an archaeological report, Cultural Resources Study (Waechter, Source 11), was prepared and submitted for the project. The reconnaissance included an updated records search, Native

American outreach, and an assessment for the potential for buried archaeological resources. Because the proposed area of the BESS was built over, a surface survey was infeasible.

Since operation of the Moss Landing Power plant in 1949 (see background information in Section II.B, Surrounding Land Uses and Environmental Setting, of this Initial Study), various areas of the subject property have been developed, demolished and re-developed, neccesitating preparation of serveral archaeological studies. The subject property is known to be within the vicinity of two known archaeological sites (CA-MNT-229 and CA-MNT-277/278), with CA-MNT-229 abbuting the western portion of the project development area (Waechter, Source 11). These sites contain significant archaeological resources. Mitigation for prior developments required monitoring on the subject property; in 2016, earth disturbance located over 1,000 feet to the east of the BESS development area was monitored and in 2017, footings and trenching for the perimeter fence area was monitored. No intact cultural deposits were encountered. Currently, proffessional archaeologists from Far Western Anthropological Research Group, Inc. (authors of Source 11) are monitoring demolition activities within 3 areas within a portion of the BESS development area (Monterey County File No. PLN090274, Source 22). As of this date, there have been no findings of cultural resources.

5(a), (b), and (c). Conclusion: Less Than Significant Impact with Mitigation Incorporated. As mentioned above, significant archaeological and cultural resources have previously been found during test excavations and road projects on 2 archaeological sites near the proposed BESS development area. Past discoveries have included positive archaeological findings and there is the potential that subsurface deposits extend into the substation's western yard as the extent of the site has not yet been confirmed. Information contained in the project geotechnical report (Kleinfelder, Source 10) concluded that soils testing in the BESS area revealed that upper 6.5-feet of the proposed development area was fill, placed during construction of the substation and soils below that area appear to be native.

In accordance with CEQA Guidelines Section 15064.5, a historical resource is one that is listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (CRHR). As discussed above, 2 significant archaeological sites exist near the Moss Landing Substation; CA-MNT-229 is listed on the National Register of Historic Places (NRHP) and areas CA-MNT-277/278 have been recommended to be eligible for listing in the CRHR (Waechter, Source 11 and Holson, Source 24). The historicity of these sites are attributed by their contribution to California's pre-history and cultural heritage and distinctive characteristics they embody of the Millingstone, Middle, Middle/Late Transition, and Late Periods. Public Resources Code Section 21084.1 states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

Based on the known resources in the area, and the potential for resources to be located on and adjacent to the development area, the following mitigation measures have been identified to reduce potential impacts to historical and archaeological resources and potential interred human remains to a less than significant level:

Mitigation Measure No. 6: Onsite Archaeological Monitor.

In order to reduce potential impacts to cultural resources that may be discovered during development of the site, a qualified archaeological monitor shall be present during soil disturbance activities between 5 to 16-feet in depth. If at any time, potentially significant archaeological resources or intact features are discovered, the monitor shall temporarily halt work until the find ca be evaluated by the archaeological monitor. If the find is determined to be significant, work shall remain halted until mitigation measures have been formulated, with the concurrence of the RMA-Planning, and implemented.

Mitigation Measure Monitoring Action No. 6a: Prior to issuance of construction permits for grading or building, the owner/applicant shall include a note on the construction plans encompassing the language contained in **Mitigation Measure No. 6**. The owner/applicant shall submit said plans to RMA-Planning for review and approval.

Mitigation Measure Monitoring Action No. 6b: Prior to issuance of construction permits for grading or building, the owner/applicant shall submit to RMA-Planning a copy of the contract between the owner/applicant and a qualified archaeological monitor. The contract shall include provisions requiring the monitor be present during all activities involving soil disturbance between 5 to 16-feet in depth, how sampling of the excavated soil will occur, authorizing the monitor to stop work in the event resources are found, and any other logistical information such as providing the monitor sufficient notice of when soil disturbance will occur. In addition, the contract shall include preparation of a report suitable for compliance documentation to be prepared within four weeks of completion of the data recovery field work. The contract shall be submitted to RMA-Planning for review and approval. Should RMA-Planning find the contract incomplete or unacceptable, the contract will be returned to the owner/applicant and a revised contract shall be re-submitted for review and approval.

Mitigation Measure Monitoring Action No. 6c: If archaeological resources are unexpectedly discovered during construction, work shall be halted on the parcel until the find can be evaluated and appropriate mitigation measures are formulated and implemented. Data recovery shall be implemented during the construction and excavation monitoring. If intact cultural features are exposed, they shall be screened for data recovery using the appropriate method for site and soil conditions. The owner/applicant shall allow the onsite Tribal Monitor (see **Mitigation Measure No. 10**) an opportunity to make recommendations for the disposition of potentially significant cultural materials found.

Mitigation Measure Monitoring Action No. 6d: A final technical report containing the results of all analyses shall be completed within one year following completion of the field work. This report shall be submitted to RMA-Planning and the Northwest Regional Information Center at Sonoma State University.

Mitigation Measure No. 7. Unidentified Cultural Resources:
Due to the development's proximity to previously recorded archaeological sites, there is potential for human remains to be accidently discovered during excavation. In order to ensure uncovered remains are handled properly, work shall be halted within 50-meters (165-feet) of the find until evaluation by a qualified professional archaeologist occurs. If archaeological resources

or human remains are inadvertently encountered, RMA-Planning and a qualified archaeologist shall be immediately contacted by the responsible individual on-site. When contacted, the project planning and archaeologist shall immediately visit the site to determine the extent of the resources and develop property mitigation measures required for the discovery.

Mitigation Measure Monitoring Action No. 7a: Prior to issuance of construction permits for grading or building, the owner/applicant shall include a note on the construction plans encompassing the language within **Mitigation Measure No. 7**. The owner/applicant shall submit plans to RMA-Planning for review and approval.

Mitigation Measure Monitoring Action No. 7b: If human remains are accidently discovered during construction activities, there shall be no further excavation or disturbance within 50-meters (165-feet) of the find until an evaluation by a qualified archaeologist can be performed. In addition, the following actions shall occur:

- The owner, applicant, or contractor shall contact Monterey County RMA-Planning and inform the project planner of the find.
- The owner, applicant, or contractor shall contact the Monterey County Coroner to determine that no investigation of the cause of death is required.
- If the coroner determines the remains to be Native American:
  - The coroner shall contact the Native American Heritage Commission and RMA-Planning within 24-hours.
  - The Native American Heritage Commission shall identify the person or persons from the recognized local tribe of the Esselen, Salinan, Costonoan/Ohlone and Chumash tribal groups, as appropriate, to be the most likely descendent.
  - The most likely descendent may make recommendations to the landowner or person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.9 and 5097.993. When human remains are exposed, Health and Safety Code Section 7050.5 requires that no further excavation or disturbance occurs in the area and that the County Coroner is called so that the coroner can verify that remains are not subject to medical jurisprudence. Within 24-hours of notification, the coroner calls the Native American Heritage Commission if the remains are known or thought to be Native American. The Native American Commission reports to the most likely descendant (MLD). The MLD has 48-hours to respond. All work shall halt within 50-meter radius until an osteologist can examine the remains, and a treatment plan for any said remains has been provided by the MLD.

6. ENERGY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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? (Source: 1, 3, 4 & 23)	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Source: 1, 3, 4 & 23)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See previous Sections II. A (Project Description) and B (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

7. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Source: 1, 3, 5, 7, & 10) Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking? (Source: 1, 3, 5, 7, & 10)	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction? (Source: 1, 3, 5, 7, & 10)	☐	☐	☐	☒
iv) Landslides? (Source: 1, 3, 5, 7, & 10)	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil? (Source: 1, 3, 5, 7, & 10)	☐	☐	☒	☐
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? (Source: 1, 3, 5, 7, & 10)	☐	☐	☐	☒

7. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Chapter 18A of the 2007 California Building Code, creating substantial direct or indirect risks to life or property? (Source: 1, 3, 5, 7, & 10)	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Source: 1, 3, 5, 7, & 10)	☐	☐	☐	☒
f) Directly or indirectly destroy a paleontological resource or site or unique geologic feature? (Source: 1, 10, & 14)	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:
As discussed in Section II.B Surrounding Land Uses and Environmental Setting, of this Initial Study, the subject property has seismic hazard zone of VI (Source 7). North County Land Use Plan (NC LUP, Source 3) Policy 2.8.3.A.4 and Coastal Implementation Plan (NC CIP, Source 5) Section 20.144.100.A.1.c requires preparation of a soils and geological report in areas of known or suspected geological hazard for the purpose of evaluating potential on-site or off-site impacts. The County's seismic hazard zone VI is high and in accordance with this policy and implementing regulation, a report has been prepared and submitted with the application. This report (Kleinfelder, Source 10) identified and evaluated the site's geological, soils, surface, and subsurface conditions. Overall, the report concluded that the site is geotechnically suitable for construction of the BESS project using conventional grading and the recommended foundation depths.

7(a.iii), (a.iv), (c), (d), and (e). Conclusion: No Impact.
Data contained in the Monterey County GIS (Source 7) indicates that the subject property has low potential for liquefaction and landslides. The geotechnical report (Kleinfelder, Source 10) concludes that based on the soils encountered, soil type and relative densities (Site Class D, Stiff Soil) and the depth which groundwater was encountered (approximately 29-feet below the ground surface), the potential for liquefaction and seismic settlement at the site is considered low. Further, the report did not identify surface, or sub-surface, soils characteristics consistent with evidence of landslides or expansive soils. Wastewater service supporting existing development on the subject property provided by an existing onsite septic facility. The application materials (Source 1) indicate that the operational component of the project would not result in a net increase of employee population. The construction phase of the project would result in a significant increase of workers onsite; however, porta toilets will provide temporary wastewater service for construction employees. Therefore, the project would have not impact as it relates to liquefaction, landslides, expansive soils, and soils supporting septic system installation or any alternative wastewater disposal system.

7(a.i), (a.ii), and (b). Conclusion: Less Than Significant Impact
The ground surface within the project area is relatively flat and sits approximately 30 feet above sea level. The site is not located within an Earthquake Fault Zone, in accordance with the Alquist-Priolo Earthquake Fault Zone Act of 1972 (GIS, Source 7 and Kleinfelder, Source 10). The nearest Type A fault is the San Andreas Fault, located approximately 11 miles northeast of the site and is capable of producing a magnitude event of 7.9, which would be expected to cause strong ground shaking at the project site. Other faults in the region that are close to the subject property are the Zayante-Vergeles Fault (approximately 7 miles northeast of the project site), Sargent Fault (approximately 14 miles to the northeast of the project site), and Monterey Bay Fault (approximately 11 miles to the southeast of the project site). Consequently, earthquakes along these faults are expected to result in strong ground shaking at the substation site. The primary geotechnical design and construction issues associated with the project is the presence of cohesionless soils that may present caving concerns and difficult drilling conditions for drilled pier construction. However, potential seismic and cohesionless soils were addressed by the recommendations for foundation designs, site grading, and other geotechnical considerations are presented in the report. As such, the soils engineer calls for final design and construction plans incorporate the recommendations contained in the report in order to reduce the risk of seismic shaking and soil related impacts.

Monterey County GIS (Source 7) identifies that soils on the site have a moderate erosion potential. The area of development was previously graded and surfaced when construction for the substation occurred, resulting in no natural topsoil horizon. Completion of construction would involve surfacing the project site with gravel and retaining existing drainage patterns. No increase in drainage area or change in impervious area would occur as a result of project construction. In addition, the BESS Project has incorporated standard water quality construction Best Management Practices (BMP) as part of the state regulations for the State General Permit. Therefore, the potential for increased soil erosion during operations would be less than significant and loss of topsoil will not occur.

The project has been reviewed by RMA-Environmental Services and conditions of approval requiring: submittal of an erosion control plan consistent with regulations contained in Monterey County Code Chapter 16.12 submittal of a grading plan incorporating recommendations contained in the Klienfelder geotechnical report; and review and certification of grading plans and a stormwater control plan by a licensed practitioner. Based on the finding of the geotechnical report and conditions of approval incorporated into the project, project implementation would have a less than significant impact as it relates to seismic and soils hazards.

7(f) Conclusion: Less Than Significant Impact with Mitigation Incorporated
Information contained in the Paleontological Analysis report (Raum, Source 14) indicates that the project site was evaluated for the potential to contain paleontological resources using the Potential Fossil Yield Classification (PFYC) system. The report also references a records search of the University of California Museum of Paleontology at Berkeley (UCMP) and Natural History Museum of Los Angeles County (LACM) and indicates that there are no known findings of vertebrate fossils within 10 miles of the site. Sediments underlying the project area consist of Pleistocene-aged eolian deposits, older coastal dunes, and marine terrace deposits, which are all considered to have a Class 2, or low paleontological potential and a 6-foot layer of low paleontological potential artificial fill covers the sediments. (Klienfelder, Source 10). However,

the report found that the UCMP database identified 22 recorded fossil localities from Pleistocene-aged marine terrace deposits in Monterey, Ventura, Sonoma, Humboldt, San Mateo, and Santa Barbara Counties. As such, the paleontological potential of the project area was reclassified to Class 3, moderate. The report concludes that based on the site's moderate paleontological potential, there is a potential for impacts to the significant paleontological resources during excavations exceeding six-feet. Therefore, the following mitigation measures have been identified to reduce potential impacts to paleontological resources to a less than significant level:

Mitigation Measure No. 8: *Paleontological Resources Education Program for Construction Personnel*

For the protection of potential paleontological resources onsite, , the owner/applicant shall conduct a paleontological resources education program for construction personnel employed or otherwise working in the project area that are associated with the project prior to commencement of any work associated with the project within the project area. The paleontological resources education training program shall be developed by a qualified paleontologist and/or the Project Cultural Resource Specialist (CRS) and conducted by the Project CRS, or their trained designated project inspector, for the purpose of educating site personnel of, and avoiding impacts to, paleontological resources. The education training program shall be made available in English and for non-English speaking personnel, translation services shall be provided and shall incorporate the following:

a) The types of fossils that could occur at the project site;
b) The types of lithologies in which the fossils could be preserved;
c) Procedures that should be taken in the event of fossil discovery;
d) Penalties for disturbing paleontological resources; and
e) Preparation and distribution of wallet-sized cards and/or a fact sheet handout containing the information identified in a-D above, for site personnel associated with the project to carry when on the project site. The owner/applicant shall provide translated versions of the cards available on site and provide to employees upon request. Each card or handout shall also direct personnel to contact site supervisors in the event paleontological resources are observed; and
f) If paleontological resources are found on site, halt work in accordance with **Mitigation Measure No. 9**. crews shall immediately stop work and shall contact the Project Biologist.

Upon completion of educational training, all site personnel associated with the project shall sign a form stating they have attended the program and understand the information and are therefore authorized to conduct work in the project area.

> **Mitigation Monitoring Action 8a:** Prior to the issuance of construction permits for grading or building, the owner/applicant shall submit to RMA-Planning a copy of the contract between the owner/applicant and a qualified Project Cultural Resource Specialist (CRS) outlining the action measure contained in **Mitigation Measure No. 8**. The contract shall be submitted to the RMA-Planning for review and approval. Should RMA-Planning find the contract incomplete or unacceptable, the contract will be returned to the owner/applicant and a revised contract shall be re-submitted for review and approval. In addition to the contract requirements established in **Mitigation Measure No. 8**, the

owner/applicant shall include a note on the construction plans encompassing the language identifying the contract requirements.

Mitigation Monitoring Action 8b: Prior to the issuance of construction permits, the owner/applicant shall submit the final paleontological resources education program for construction personnel to RMA-Planning for review and approval.

Mitigation Monitoring Action 8c: Prior to the issuance of a construction permit, the owner/applicant shall submit evidence to the satisfaction of the RMA-Planning that all personnel associated with the project conducting work within the project area have completed the paleontological resources education program and have been provided with a handout containing information about paleontological resources consistent with the requirements contained **Mitigation Measure No. 8**.

Mitigation Monitoring Action 8d: Prior to final construction permits, the owner/applicant shall submit a letter prepared in consultation with, and signed by the CRS to the RMA-Planning, confirming successful implementation of the paleontological resources education program for construction personnel.

Mitigation Measure No. 9. Unanticipated Discovery of Paleontological Resources:
Due to the development site's moderate potential to contain paleontological resources, there is potential for paleontological resources to be accidently discovered during excavation. In order to ensure paleontological resources are handled properly, work shall be halted within 100-feet of the find until evaluation by a qualified paleontologist and/or Project Cultural Resource Specialist (CRS) can occur. If paleontological resources are inadvertently encountered, RMA-Planning and a qualified paleontologist and/or the Project CRS shall be immediately contacted by the responsible individual on-site. When contacted, the project planning and qualified paleontologist and/or the Project CRS shall immediately visit the site to determine the extent of the resources and develop property mitigation measures required for the discovery. Work may not resume within 100 feet of the find until approval by a qualified paleontologist and/or the Project CRS.

Mitigation Measure Monitoring Action No. 9a: Prior to issuance of construction permits for grading or building, the owner/applicant shall include a note on the construction plans encompassing the language within **Mitigation Measure No. 9**. The owner/applicant shall submit plans to RMA-Planning for review and approval.

Mitigation Measure Monitoring Action No. 9b: If paleontological resources are accidently discovered during construction activities, there shall be no further excavation or disturbance within 100-feet of the find until an evaluation by a qualified paleontologist and/or the Project CRS can be performed. In addition, the following actions shall occur:

- The owner, applicant, or contractor shall contact Monterey County RMA-Planning and inform the project planner of the find.
- The owner, applicant, or contractor shall not resume work within 100-feet of the find until approved by a qualified paleontologist and/or the Project CRS.

8. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Source: 1, 8, 13 & 16)	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source: 1, 8, 13 & 16)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

According to the United States Environmental Protection Agency (EPA), greenhouse gases (GHG) are emitted by natural processes and human activities, such as motor vehicle use. GHGs trap heat in the atmosphere and elevated GHG levels has led to a trend of unnatural warming of the earth's climate. In order to reduce the statewide level of GHG emissions, Assembly Bill 32 (AB 32), California Global Warming Solutions Act of 2006, was adopted. AB 32 establishes a comprehensive statewide program of regulatory and market mechanisms to achieve reductions in GHG emissions, thereby reducing the State's vulnerability to global climate change. The Monterey Bay Air Resources District (MBARD) is responsible for the monitoring of air quality and regulation of stationary sources throughout the North Central Coast Air Basin, where the proposed project is located, by enforcing standards and regulating stationary sources through the *2012-2015 Air Quality Management Plan for the Monterey Bay Region* (AQMP) (AQMP, Source 8) which evaluates a project's potential for a cumulative adverse impact on regional air quality (ozone levels).

8(a) and (b) Conclusion: Less Than Significant Impact

The project would involve a short-term construction schedule, approximately 18 months, during which an average of approximately 13 people would work 5 days per week and the primary source of GHG emissions would stem from the related use of fuel-burning construction equipment and vehicles. To assess potential project related GHG emissions, the applicant submitted estimation data for construction emissions using CalEEMod Version 2016.3.2 (Source 1) and the resulting generated annual GHG emissions are amortized over a 30-year period, are presented in **Table 3** below.

Year	MT CO_2	MT CH_4	MT N_2O	Total MT CO_2e
2019	31.62	0.01	0.00	31.84
2020	48.65	0.01	0.00	48.99
CalEEMod annual analysis derived from the amortization of total construction emissions over a 30-year period. CO_2 – carbon dioxide CH_4 – methane N_20 – nitrous oxide CO_2e – carbon dioxide equivalent				

Table 3 – Estimated Construction Related GHG Emissions Amortized over 30-Years

Based on the CalEEMod results (Source 1), project related GHG emissions would be emitted, but as anticipated, would not exceed the significance threshold established by the CARB, SLOCAPCD, or BAAQMD. Furthermore, the operational component of the project would not result in an increase in existing operation and maintenance related emissions. Therefore, there would be a less than significant impact related to GHG emissions as part of the construction and operational components of the project. As a result, the temporary project related impact would be less than significant and would not conflict with the Monterey County General Plan or any other applicable plan, policy, or regulation.

9. HAZARDS AND HAZARDOUS MATERIALS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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? (Source: 1, 8)	☐	☐	☒	☐
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? (Source: 1, 8)	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Source: 1, 6, 8)	☐	☐	☒	☐
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? (Source: 1, 6, 8)	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (Source: 1, 6, 8)	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source: 1, 17)	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Source: 1, 6)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:
As described in Section II. Project Description of this Initial Study, the project includes installation a Battery Energy Storage System (BESS) within an existing industrial site. The project and project site have been analyzed to identify potential environmental impacts related to hazards.

9(e) and (f). Conclusion: No Impact
The nearest private airstrip, Monterey Bay Academy, is located approximately 8 miles north of the project site. The nearest public airport, Marina Municipal Airport, a general aviation facility, is located approximately 9 miles south of the project site. Thus, project is not located within an airport land use plan or within 2 miles of a public airport or public use airport and there would be no impact resulting in a safety hazard to excessive noise would occur.

Monterey County has a Multi-Jurisdictional Hazard Mitigation Plan (MJHMP, Source 17) that addresses reducing the potential for future damages and economic losses, grant funding qualification, government coordination, and complying with federal and state requirements for local hazard mitigation plans. This plan includes designated emergency evacuation routes with emergency response activities coordinated by the Monterey County Office of Emergency Services (OES). Designated evacuation routes include Highway1, U.S. Highway 101, and various other county roads, and are maintained to ensure the safe and efficient movement of people, belongings, and emergency personnel, including their support services, during times of declared emergencies. Highway 1 is located west of, and adjacent to, the project site and is a designated evacuation route. No other designated emergency evacuation routes are located in the immediate project vicinity. Project construction and maintenance would not conflict with the plan and activities would remain within the substation, away from public roadways and thus, preventing any impact to emergency services. Therefore, project implementation would not interfere with the MJHMP or an emergency evacuation plan resulting in no impact.

9(a), (b), (c), (d), and (g). Conclusion: Less Than Significant Impact
The project application was reviewed by the Monterey County Environmental Health Bureau (EHB) for consistency with their rules and regulations for handling, transporting, and storing hazardous waste. In accordance with Monterey County Code chapter 10.67, Hazardous Materials Registration, the applicant submitted a "Hazardous Material Questionnaire" to EHB for review. The applicant indicated there would be no use or storage of hazardous materials, nor would there be hazardous air emissions. However, the construction component of the project would include bulk deliveries of hazardous materials, the Tesla Megapacks and mineral oil for the transformers. Tesla Megapacks are classified as UN 3480 "lithium-ion batteries," a Class 9 (Miscellaneous) Hazardous Material per the United States Code of Federal Regulations (CFR) 49 CFR 172.101. Transportation of lithium batteries is subject to 49 CFR 173.185, which includes safety requirements for packaging, marking, and transporting lithium ion.

Hazardous materials associated with the project also include fuel, lubricants, hydraulic fluid, and coolants for vehicles and equipment used during construction (see **Table 1**). The storage and use of the hazardous materials has the potential to create a significant hazard to construction workers, the public, or the environment if materials are not properly contained. Based on existing site operations established by PG&E, the public would be excluded from the construction site. Title 29 CFR 1910, Hazard Communication Program, United States Depart of Labor,

Occupational Safety and Health Administration (OHSA) (Source 28), requires manufacturers to properly label chemicals and distributors to transmit the required information to employers. Employers are required to provide information to their employees about the hazardous chemicals to which they are exposed, by means of a hazard communication program, labels and other forms of warning, safety data sheets, and information and training. In accordance with this Federal regulation and PG&E's existing Hazardous Materials Business Plan (CERS ID# 10147697) (Source 1.e), construction workers would be trained to make sure they are aware and knowledgeable on identification and proper handling of hazardous materials in order to prevent exposure and spills, incorporated into the project as a condition of approval. In addition, batteries and other hazardous recyclable materials or waste generated from project construction will be managed and hauled off-site. Therefore, the Project, as proposed and conditioned, would result in a less than significant impact relative to hazards and hazardous materials. Considering these factors, project construction would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving hazardous materials.

Monterey County GIS (Source 7) indicates that there are no schools located within 0.25 miles of the project site. The nearest schools, North Monterey County High School and North Monterey County Middle School, are located approximately 3 miles southeast of the project. Although the project site is not within 0.25 miles of an existing or proposed school or park, Elkhorn Slough Elementary School and Manzanita Park are along the proposed haul route (**Figure 3**) contained in the Construction Management Plan (Source 1.i). Inappropriate handling and/or accidental spills of contaminated soils would have the potential to emit hazardous material, substances, and/or waste within one-quarter mile of a school and a public recreation facility. The Project has been conditioned requiring modification of the CMP to include a note demonstrating how hauling of hazardous materials off-site shall be done by a contractor licensed, insured, and approved to transport hazardous waste, in methods approved by local, state and federal requirements, and disposed of in an approved off-site facility.

Project application materials (Source 1.e) included a review of the California Department of Toxic Substances Control (DTSC) online EnviroStor database (DTSC, 2018); State Water Resources Control Board (SWRCB) online Geotracker database (SWRCB, 2018); Superfund Sites list; and internet searches of federal, state, and local hazardous materials databases. This review identified 2 sites with past or current hazardous materials release cases within 0.25 miles of the project site. The first site is the Former Refractories site located south of the Moss Landing Power Plant site across Dolan Road, approximately 0.25 miles south of the project site and the second is the Dynegy Moss Landing Power Plant (also referred to as the Moss Landing Power Plant) located adjacent to the southern boundary of the project. The review did not identify any record of known hazardous materials releases at Moss Landing Substation where the project would be located. Although the project site is not located on a hazardous materials release site pursuant to Government Code Section 65962.5, according to the DTSC and SWRCB, contaminated soil and groundwater was previously identified at 5 areas of concern (AOCs) at the adjacent property, the Moss Landing Power Plant, in connection with past power-generating activities; and as of this date, remediation has been completed. In accordance with PG&E's existing safety procedures, if unknown hazardous materials-impacted soils are identified during construction, work at that location would cease until the impacted soils are characterized and a management plan is developed for characterization and safe soil handling to protect workers and

prevent further release to the environment. Ground water is expected to occur approximately 29 feet below the ground surface (Klienfelder, Source 10) in the project area and the proposed deepest excavations would be approximately 18 feet deep. Therefore, groundwater is not expected to be encountered during construction. In the unlikely event that groundwater is encountered, any groundwater collected in the drilled holes would be removed, stored in a storage tank, and tested for contamination. If collected groundwater is determined uncontaminated, it would be used to control dust. However, if contaminated water is encountered, it would be hauled off site and treated in accordance with the applicable regulations (Source 9). Therefore, the potential impacts to the public and the environment from the project location adjacent to a property with a known hazardous materials release would be less than significant (Source 1).

North County Land Use Plan (Source 3) Fire Hazards Map illustrates that the project site is "Urban/Agricultural", indicative of a low fire potential. Monterey County GIS (Source 7) indicates that the project is not located within a State Responsibility Area. The substation has an existing fire suppression infrastructure and the nearest existing fire hydrant is approximately 0.5 miles east of the BESS development area. North Monterey County Fire has reviewed the application and found the conceptual plans acceptable. As part of the construction permit process, the fire department will perform a final plan check review to ensure construction is done in accordance with the applicable fire code requirements. Therefore, the project would have a less than significant impact relative to fire hazards.

10. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Source: 1)	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Source: 1)	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒
i) result in substantial erosion or siltation on- or off-site? (Source: 1, 6, 9)	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? (Source: 1,6, 9)	☐	☐	☒	☐

10. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (Source: 1, 6, 9)	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Source: 1, 6)	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Source: 1, 9)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:
As described in Section II.B, Surrounding Land Uses and Environmental Setting, of this Initial Study, the subject property is an existing industrial facility and project implementation would allow installation of a Battery Energy Storage System (BESS) within an already developed area. Existing potable water service to the site is provided by a groundwater well operated by the Moss Landing Mutual Water Company and wastewater is served by a private on-site wastewater system. During the course of the discretionary application process, the project has been reviewed by RMA-Environmental Services to determine consistency with Monterey County regulations relative to hydrology and water quality.

10(c) and (d). Conclusion: No Impact
The site is an existing substation and the BESS will be installed over an existing impervious surface that is approximately 250-feet south of the Elkhorn Slough. The project includes grading and construction of new foundations to support BESS components as well as replacing 2 existing drainage swales; 1 immediately north and 1 immediately south. Overall, the existing drainage pattern of the site would be maintained. Therefore, project implementation would not alter existing site drainage or alther the course of Elkhorn Slough.

Question 10(a), (b), (c.i), (c.ii), (c.iii), and (e). Conclusion: Less Than Significant Impact
Although the BESS is proposed within a linited area of the substation, associated grading activities would have the potential to violate water quality standards. As discussed in the Hazards section above (Section VI.9 of this Initial Study), best management practices (BMPs) would be implemented for grading, sediment, and hazard materials through the construction management plan. PG&E would update their existing Stormwater Pollution Prevention Plan (SWPPP), complying with the State General Permit for Discharge of Storm Water for construction sites. The SWPPP would ensure preventing stormwater contact with hazardous materials and minimizing erosion and sediment transport until construction completion and until disturbed surface stabilization. In conclusion, the BMPs would ensure water quality standards and waste discharge requirements are complied with. In addition, no changes to drainage area or impervious area would occur. Thus, less than significant impacts wastewater discharge and soil erosion or siltation would occur.

The operational component of the project would result in no net increase of employee population on the site. Therefore, there would be no increase in potable water use. The construction component of the project, however, estimates to use approximately 300,000 gallons of water for dust suppression and soil compaction. This one-time use for construction is *de minimis* compared to the aquifer storage and yield as any measurable water table drawdown would quickly recover following pumping (Source 1e). Therefore, project construction water demand would not substantially deplete groundwater supplies or result in a significant lowering of the groundwater table. The water table is approximately 29 feet below ground. Groundwater is not expected to be encountered during excavation; however, if contact occurs and dewatering becomes necessary, it will be collected, stored in a tank and tested for contamination. Uncontaminated water found would be used for controlling dust. Therefore, the project would have a less than significant impact on groundwater and groundwater supply.

As stated in responses above, the project includes replacement of 2 existing drainage swales and the construction management plan would implement BMPs to limit contribution to erosion and surface runoff from construction activities. Although the Monterey County GIS shows the site is within a moderate erosion area, construction activities would be temporary and therefore, would not exceed capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The operational component would not result in a significant increase of impervious surfaces on the site. RMA-Environmental Services has conditioned the project requiring review and approval of the final stormwater control plan, including the replacement drainage swales. Implementation of this condition would ensure stormwater runoff would be properly conveyed into site's existing storwater system. Thus, impact would be less than significant.

11. LAND USE AND PLANNING **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community? (Source: 1, 2, 3, 5 & 7)	☐	☐	☐	☒
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? (Source: 1, 2, 3, 5 & 7)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

The project is subject to the goals and policies set forth in the North County Coastal Land Use Plan (NC LUP), including supplemental policies contianin in Chapter 5, Moss Landing Community Plan, of the NC LUP. Regulations set forth in the accompanying coastal implementation plan (CIP) are intended to implement NC LUP policies. Together, the governing documents make up part of the Local Coastal Program (LCP). The LCP was adopted to carry forward the goals and policies of the Coastal Act: (1) protect, maintain, enhance, and restore the overall quality of the coastal environment and its natural and man-made resources; (2) assure

orderly, balanced utilization and conservation of coastal resources while taking into account the social and economic needs of the people of the State; (3) maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with resource conservation principles and constitutionally protected rights of private property owners; (4) prioritize coastal-dependent development over other development on the coast; and (5) encourage State and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including education uses, in the coastal zone.

11(a). Conclusion: No Impact.
The project consists of installation and operation of a BESS and site improvements on already disturbed sites on a property with an existing industrial use. The operational component would be consistent with the land use designation, Industrial-Coastal Dependent, and the established use of the site as it would continue the heavy industrial use designated by the zoning district. In addition, the project is located within the boundary of the 1994 Moss Landing Power Plant Master Plan. On March 27, 2019, the Monterey County Planning Commission amended the master plan (Vistra, Source 20) to include battery storage as an allowed use. Therefore, the project would not result in the physical divide of an established community as the establishment of the BESS would not create a barrier, induce or reduce population, or introduce a new use inconsistent with existing uses in the area.

11(b) Conclusion: Less Than Significant.
Consistency with the NC LUP and CIP requires protection of biological and cultural resources. The project has the potential to impact tribal cultural resources and result in cultural and biological impacts. NC LUPN Key Policy 2.3.1 identifies environmentally sensitive habitats of North County as unique, limited, and fragile resources ofstatewide significance, important to the enrichment of present and future generations of county residents and visitors; accordingly, they shall be protected, maintained, and, where possible, enhanced and restored. Key Policy 2.9.1 of the NCLUP calls for the maintenance and protection of archaeological resources for their scientific and cultural heritage values. Furthermore, Moss Landing Community Plan Section 5.2.2 states that the primary transportation emphasis of the Coastal Act is to preserve highway capacity for coastal access and coastal dependent land uses and recommends a reduction in the number access points off Highway 1 to minimize hazardous and congested conditions.

As discussed in this Initial Study, potential project impacts to biological, cultural, and tribal cultural resources would be reduced to less than significant levels with mitigations incorporated. In addition, the project does not include the creation of new access points off Highway 1, and implementation of a final construction traffic management plan would ensure traffic management in the area. The incorporation of mitigations and conditions of approval would be consistent with the NC LUP and CIP. Therefore, the project would have a less than significant impact relative to policies and regulations.

12. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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? (Source: 1, 6)	☐	☐	☐	☒
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? (Source: 1, 6)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See previous Section II.B (Project Description) and C (Environmental Setting) and Section IV.A (Environmental Factor Potentially Affected), as well as the References listed.

13. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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? (Source: 1, 2)	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels? (Source: 1, 2, 6)	☐	☐	☒	☐
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? (Source: 1, 6, 18)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
The proposed project consists of installing a Battery Energy Storage System with Tesla Megapack batteries. The main source of operational noise generated by the project will be the Megapack cooling fans, as typical operations are assumed to occur approximately 85% of the time. During the peak daytime operation, the fans would generate noise within normally acceptable levels for industrial areas so noise impact will be less than significant. Besides daytime noise levels and temporary construction, no other impact would occur.

13(c). Conclusion: No Impact
The nearest airports are the Marina Municipal Airport, which is located south approximately 8 miles from the project site, and the Watsonville Municipal Airport, located approximately 9

miles north of the project site. The project site is not located within the vicinity of any other public use airport or within the area of an airport land use plan. Therefore, no impact would occur**.** The CA Division of Aeronautics GIS Data (Source 18) and Monterey County GIS (Source 7) does not show any private airstrips within the vicinity. Therefore, no impact would occur.

13(a) and (b). Conclusion: Less Than Significant Impact
The Monterey County 1982 General Plan Section 22 (Source 2) establishes standards for noise parameters with different land use categories based on noise ranges. Table 6 of Section 22 sets Noise Range I-IV in decibels (dB), with I set as "normally acceptable" and IV set at "clearly unacceptable." Range I would be between 50 and 70 dB and Range IV would be set any noise higher than 75 dB. The County requires sound levels to be less at night (10 pm- 7am) than during the day. Project construction activities during daytime hours are estimated to be at 64 dBA at maximum, while nighttime noise from operations are expected to be at approximately 50 dBA (see Acoustical Analysis submitted with Source 1.e). Considering construction noises would also be short-term, the project would not generate excessive noise levels as determined by the General Plan, and would result in a less than significant impact.

The use of large trucks and heavy earth-moving equipment would be used during construction of the proposed project, which may cause high groundborne vibration or high groundborne noise levels during daytime hours. Equipment used for the project is estimated to not produce vibration above approximately 100 feet. The nearest structures to the project site are located approximately 200 feet north of the project site. In addition, noise levels at the edge of project site would be significantly lower than County standards during construction. Noise levels after construction and during operation of project would be at "normally acceptable." Therefore, less than significant impacts would occur resulting from groundborne vibration from the project.

14. POPULATION AND HOUSING **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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)? (Source: 1, 2, 3, 6)	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (Source: 1, 2, 3, 6)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See previous Section II.B (Project Description) and C (Environmental Setting) and Section IV.A (Environmental Factor Potentially Affected), as well as the References listed.

15. PUBLIC SERVICES Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) Fire protection? (Source: 1, 6)	☐	☐	☒	☐
b) Police protection? (Source: 1, 6)	☐	☐	☐	☒
c) Schools? (Source: 1, 6)	☐	☐	☐	☒
d) Parks? (Source: 1, 6)	☐	☐	☐	☒
e) Other public facilities? (Source: 1, 6)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See previous Section II.B (Project Description) and C (Environmental Setting) and Section IV.A (Environmental Factor Potentially Affected), as well as the References listed.

16. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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? (Source:)	☐	☐	☐	☒
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? (Source:)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See previous Section II.B (Project Description) and C (Environmental Setting) and Section IV.A (Environmental Factor Potentially Affected), as well as the References listed.

17. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Source: 1, 2, 3, 5, 19)	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (Source: 1, 19)	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Source: 1, 2, 19)	☐	☐	☐	☒
d) Result in inadequate emergency access? (Source: 1, 2)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
Moss Landing Community Plan Section 5.2.2 states that the primary transportation emphasis of the Coastal Act is to preserve highway capacity for coastal access and coastal dependent land uses and recommends a reduction in the number access points from the Highway 1 to minimize hazardous and congested conditions. Coastal Implementation Plan (CIP) Section 20.144.120.A.1 requires submittal of a traffic study for all development proposals with potential to significantly impact the service level of, or traffic safety along, Highway 1. Historical vehicular access on and off the subject property is provided along Highway 1 and Dolan Road. Primary access is through a driveway entrance off Dolan Road, approximately ¾ of a mile east of the Highway 1 and Dolan Road intersection. A secondary access point, for egress only, is located approximately 550 feet east of Highway 1 off Dolan Road. A tertiary access, for emergency services only, is located over 800 feet from the intersection of Highway 1 and Dolan Road, directly off Highway 1. In accordance with the provisions of the CIP, a traffic management plan was submitted with the project application (Preliminary Construction Management Plan, Source 1.i). The operational component of the project would not result in a net increase in employees as the BESS would be unmanned and remotely monitored. As discussed in Section II.A, Descriptionof Project, of this Initial Study, maintenance tasks would occur on 1-, 5- and 10-year intervals, requiring an estimated two to ten maintenance workers.

17(c) and (d). Conclusion: No Impact
Highway 1 and Dolan Road are currently used for truck and industrial equipment access. During construction of the project, Dolan Road and Highway 1 would be used for access by equipment and vehicles. No new access roads would be constructed, and no public roads would be modified during construction of the project. Therefore, no design features or incompatible uses would result, and no impact would occur.

Project construction workers would access the project site through Dolan Road, thus, minimizing traffic impacts on Highway 1. Construction and maintenance of the project would not result in

any road closures or alternate routes for regular vehicles. Thus, no impacts to emergency access would occur.

17(a) and (b). Conclusion: Less Than Significant
The amount of traffic generated by maintenance activities associated with the operational component of the project would be infrequent and result in a negligible increase compared to the existing site traffic. The construction component of the project would result in a temporary increase of vehicle trips to and from the subject property. Approximately 58 daily construction employees are anticipated throughout the construction period. Site grading would require transport of sediment to the Monterey Peninsula Landfill and Recycling Facility in Marina, CA, resulting in approximately 11 trucks round-trips per week over the course of 12 months. In accordance with the truck route contained in the preliminary Construction Management Plan (CMP) (Source 1.i), construction trucks leaving the project site would travel through Castroville Boulevard or Highway 1 through Dolan Road. Trucks returning to the project site from the landfill would travel north on Highway 1 to access Dolan Road. PG&E will encourage workers to carpool when possible through the CMP. The project has been reviewed by RMA-Public Works and a condition of approval requiring submittal of a final CMP for review and approval has been incorporated. This condition requires the final CMP delineates the duration of construction, hours of operation, the final estimated number of daily vehicle trips, final truck routes, the final number of construction workers, and the identified and demarcated parking and construction staging areas. To ensure successful implementation of the the final CMP, the condition requires submittal of monitoring reports. As such, impacts to traffic would be temporary and the project as conditioned would have a less than significant impact to traffic.

The 2018 Monterey County Regional Transportation Plan (RTP) (Source 19) identifies the goals and policy objectives for work travel time to be 30 minutes or less, and increase access to work, school, goods, or other key destinations by walking, bicycling and transit. Project traffic impacts would be temporary and would not conflict with the RTP. Since project maintenance would require approximately 2 to 10 workers on site, at a 5 to 10 year-interval, the operational component of the project would not conflict with the RTP. In addition, greenhouse gas emissions would be below regional targets; therefore, consistent with the RTP objectives. Since project activities are consistent with the RTP, impacts would be less than significant.

18. TRIBAL CULTURAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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 section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☒	☐	☐
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 (Source: 1, 6,)	☐	☐	☒	☐
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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Source:)	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

As discussed in Section VI.5 – Cultural Resources of this Initial Study, Monterey County Geographic Information System (GIS) (Source 7) indicates that the subject property, also referred to the Moss Landing Power Plant or "MLPP", is located within an area of high archaeological sensitivity and in accordance with Section 20.145.110.B.1.a of the North County Coastal Implementation Plan, an archaeological survey report, two archaeological assessments were prepared and submitted for the Project (Source 11 and 25). These assessments also relied on previous studies prepared for MLPP.

Prior to the enactment of AB 52, the State of California found that current laws provided limited protection for sites, features, places, objects, and landscapes with cultural value to California Native American Tribes. This included the protection of Native American sacred places such as places of worship, religious or ceremonial sites, and sacred shrines. California Native Americans have used, and continue to use, natural settings in the conduct of religious observances, ceremonies, and cultural practices and beliefs. These resources reflect the tribes' continuing cultural ties to the land and their traditional heritages. Many of these archaeological, historical, cultural, and sacred sites are not located within the current boundaries of California Native American reservations and rancherias, and therefore are not covered by the protectionist policies of tribal governments. To recognize California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, the Legislature enacted AB 52, Gatto. Native Americans: California Environmental Quality Act.

Enactment of AB 52 formally recognizes that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities. California Native American tribes are experts with regard to their tribal history and practices for which they are traditionally and culturally affiliated. Due to this unique history, and to uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, environmental analysis of projects should include tribal knowledge about the land and tribal cultural resources at issue, as well as the potential significant impact on those resources. Therefore, a meaningful consultation between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources shall occur. This would allow that tribal cultural resources to be identified, and culturally appropriate mitigation and mitigation monitoring programs considered by the decision making body of the lead agency. This also enables California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources and ultimately establishes that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

The subject parcel is located in the aboriginal territory of the Ohlone/Costanoan-Esselen Nation (OCEN). Pursuant to Assembly Bill 52 or "AB 52", tribal consultation between County staff and OCEN took place regarding the project (Source 15). During consultation, OCEN identified that the area of proposed development has the potential to contain cultural resources significant to the tribe and since the project includes excavation of soils in this area, the project would have the potential to impact tribal cultural resources.

18(a.i). Conclusion: Less Than Significant.
Monterey County records indicate that the subject property is not listed on the California Register of Historic Places or on Monterey County's local list. Archaeologists who have studied a nearby identified site, CA-MNT-229, suggests that it meets the criteria for significance historical under both state and federal laws. Between the time the site was initially identified (1950) and the last update to the State of California Department of Parks and Recreation records (2001), the boundaries have expanded. However, the area of proposed ground disturbance is identified to be outside of that area. Although the area of proposed development is not within an archaeological site eligible to be designated as a historical resource, previous studies have shown there is the potential to uncover new finds and boundaries can be modifies. Therefore, it has been determined that the Project would have a less than significant impact from a conservative standpoint.

18(a) and (a.ii). Conclusion: Less Than Significant with Mitigation Incorporated.
In accordance with AB 52, the County consulted with OCEN on April 02, 2019. During consultation, OCEN identified that the entire surrounding area of Moss Landing is a sacred burial ground. Therefore, they are objecting to the excavation for the substation area. This is consistent with CEQA examples of mitigation measures for tribal cultural resources; that the mitigation preference for historical and archaeological resources is preservation in place, if feasible.

Staff worked with OCEN to clearly identify areas of tribal cultural significance and how the Project would impact those resources. Based on the archaeological information available, it is

clear that there are known resources in proximity of the Project and although there have been historical and current archaeological monitoring near the project area, delineation of the archaeological site boundaries continue to increase based on new cultural findings. In order to reduce potential impacts to OCEN's tribal cultural resources, OCEN recommends a tribal monitor be present during the excavation of the substation area and if any artifacts are to be found, they must be returned back to the tribe. Implementation of this recommended mitigation would reduce potential impacts to tribal cultural resources to a less than significant level.

Mitigation Measure No. 10: Protection of Tribal Cultural Resources and Sacred Places. In order to reduce potential impacts to cultural resources and sacred places, excavation for the substation shall be observed by a Native American Tribal Monitor for the Ohlone/Costanoan-Esselen Nation (OCEN), as approved by the OCEN Tribal Council. This monitoring shall be limited to the areas specified above and to excavation of sterile soils. Placement of fill and/or compaction of soils shall not require a tribal monitor. If more than one earth moving equipment is deployed at different locations at the same time, more than one tribal monitor shall be present during those periods. If at any time, potentially significant cultural resources, sacred places, or intact features are discovered, the contractor shall temporarily halt work until the find can be evaluated by the tribal monitor and archaeological monitor. If the find is determined to be significant, work shall remain halted until mitigation measures have been formulated, with the concurrence of RMA-Planning, and implemented. Since any items that may be uncovered during excavation belong to the property owner, this mitigation shall serve as notice that the OCEN Tribal Council formally requests that any sacred burial items discovered be given to the tribe by the property owner.

> **Mitigation Monitoring Action No. 10a:** Prior to issuance of construction permits for grading or building, the owner/applicant shall include a note on the construction plans encompassing the language contained in **Mitigation Measure No. 10**. In addition, the note shall state: "Stop work within 50 meters (165 feet) of uncovered resource(s) and immediately contact Monterey County RMA-Planning." Prior to resuming any further Project-related ground disturbance, Owner/Applicant shall coordinate with the Project Planner and the Monitor to determine a strategy for either return to the OCEN tribe or reburial. The owner/applicant shall submit said plans to RMA-Planning for review and approval.
>
> **Mitigation Monitoring Action No. 10b:** Prior to issuance of construction permits for grading or building, the owner/applicant shall submit a contract with an OCEN approved Native American Tribal Monitor to RMA-Planning for review and approval. The contract shall outline logistics for monitoring during earth disturbance activities specified in **Mitigation Measure No. 10** as well as how uncovered cultural resources will be handled, in coordination with the project archaeologist.
>
> **Mitigation Monitoring Action No. 10c:** An on-site preconstruction meeting shall be held between the applicant, OCEN Tribal monitor, and contractor to discuss and assure understanding of **Mitigation Measure No. 10** and scheduling of construction with regard to monitoring. Prior to issuance of any construction permits for grading or construction, the preconstruction meeting between the parties shall be conducted and a letter summarizing what was discussed shall be submitted to RMA-Planning.

Mitigation Monitoring Action No. 10d: During earth disturbance activities specified in **Mitigation Measure No. 10**, the OCEN approved Native American Tribal Monitor shall be onsite observing the work, consistent with the approved contract required by **Mitigation Measure Action No. 10b**. Prior to final of construction permits for grading or building, the owner/applicant shall submit a letter for the Native American Tribal Monitor verifying all work was done consistent with the contract to RMA-Planning.

19. UTILITIES AND SERVICE SYSTEMS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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 of which could cause significant environmental effects? (Source: 1)	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Source: 1)	☐	☐	☐	☒
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? (Source: 1)	☐	☐	☐	☒
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? (Source: 1)	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Source: 1)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

The only wastewater anticipated to be generated during project construction would result from the use of portable chemical toilets. Non-hazardous waste would be disposed of at a Class III landfill site, which is designated for materials such as municipal waste. In the unlikely event that contaminated soils are encountered, they would be disposed of in accordance with PG&E's standard practices at a Class I or Class II landfill, likely Kettleman Hills Landfill in Kettleman City, which would create a less than significant impact. All other components of utilities and service systems would have no impact.

19(a), (b), (c), and (e). Conclusion: No Impact
Wastewater service for construction workers would be provided by portable chemical toilets that would be transported to a proper waste treatment facility and there would be no net increase in site employees as part of the operational component of the project. Therefore, project implementation would not require permanent placing of wastewater facilities and no other additional wastewater treatment services, resulting in no impact to the existing wastewater treatment service on the site. The operational component of the project would not require an increase in water use. Temporary water use during construction for dust control would come from an on-site fire hydrant and would require no additional sources or entitlements. Therefore, no impact would occur.

The project does not propose or require the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore, no impact would occur.

The project would comply with all federal, state, and local regulations related to solid waste. Construction and grading materials will be handled in accordance with Cal Green's requirements to divert at least 65% of waste to an approved recycling facility; materials will be transported to the Monterey Peninsula Landfill and Recycling Facility. In addition, a SWPPP will be incorporated in compliance with federal and state regulations. Therefore, no impact would occur.

19(d). Conclusion: Less Than Significant
Project waste would be transported to the Monterey Peninsula Landfill and Recycling Facility, located approximately 7 miles south of the project site. The landfill capacity is approximately 48.6 million cubic yards, which is set to reach its limit in the year 2107. In the event that soils are contaminated, waste will then be transported to the Kettleman Hills Landfill in Kettleman City. These landfills are expected to accommodate the project's solid waste disposal needs. Therefore, project impact would be less than significant.

20. WILDFIRE **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan? (Source: 1)	☐	☐	☐	☒
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? (Source: 1)	☐	☐	☐	☒
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? (Source: 1)	☐	☐	☐	☒

20. WILDFIRE **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (Source: 1)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

See previous Sections II. A (Project Description) and B (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

VII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Source: 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 13 & 14)	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? (Source: 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 13 & 14) ("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)? (Source: 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 13 & 14)	☐	☐	☒	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Source: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18 & 19)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:
Pursuant to Section 21083 of the Public Resources Code and Section 15065 of the CEQA Guidelines, a project would be considered to have a significant effect on the environment, and an Environmental Impact Report shall be prepared, if impacts identified cannot be avoided or mitigated to a point where no significant effect on the environment would occur. Analysis provided in this Initial Study found that there is no substantial evidence, in light of the whole record, that the Project may have a significant effect on the environment.

VII(a). Conclusion: Less than Significant with Mitigation Incorporated.
Based upon the analysis throughout this Initial Study, the proposed project has potential to threaten, reduce, or restrict the range of a rare or endangered animal and has the potential to degrade the quality of the environment by potentially eliminating important examples of the major periods of California prehistory.

Based on the analysis, the project would have no impacts to agriculture and forest resources (see Section IV.A). Project construction and maintenance is proposed to occur within the substation, which displays no suitable habitat for fish or wildlife species. However, the project area has reported sightings of the California Red-Legged Frog and presents a suitable habitat for the California tiger salamander and Burrowing Owl (see Section VI.4). Mitigation Measures 1 through 5 have been incorporated requiring biological monitoring, educational training, and reporting. Implementation of these mitigations would reduce biological resources to a less than significant impact. The project has the potential to impact cultural resources (see Section VI.5) and tribal cultural resources (see Section VI.18). Mitigation Measure 6, 7, and 10 have been incorporated requiring approved archaeological and tribal monitors to observe excavation throughout the project. Implementation of these mitigations would reduce potential impacts to tribal cultural resources to a less than significant impact.

VII(b). Conclusion: Less Than Significant Impact.
Individual impacts for various resources and population have been analyzed to have either a less than significant impact or no impact. Currently, there are a several projects occurring within the substation. One of the projects is the Moss Landing 115 kV Breaker and a Half Project (PLN090274) under a Coastal Development Permit. The project consisted of expanding the substation yard, upgrading the double bus single breaker to a breaker and a half, and installing a new Modular Protection and Control Building. The project is currently in operation and will be finished by the time construction on the BESS Project begins.

In addition to the Elkhorn Battery Energy Storage System Project, there are two other projects in proximity of the site that were considered as part of the cumulative impact analysis: the "Vistra Energy" project, located on an adjacent property to the south (PLN180394) and an "RV and Boat Storage Project" or "McCombs" on Dolan Road east of the subject property (PLN160443). Vistra has been deemed complete by the County and was approved by the Planning Commission on March 27, 2019. McCombs is currently deemed incomplete by the County, but it is anticipated that operation of the facility has the potential to occur during the construction phase of the Vistra and/or PG&E projects. When considering all these projects together, potential cumulative impacts to air quality, biology, greenhouse gas emissions, hazards/hazardous materials, traffic/transportation, and tribal cultural resources have been identified.

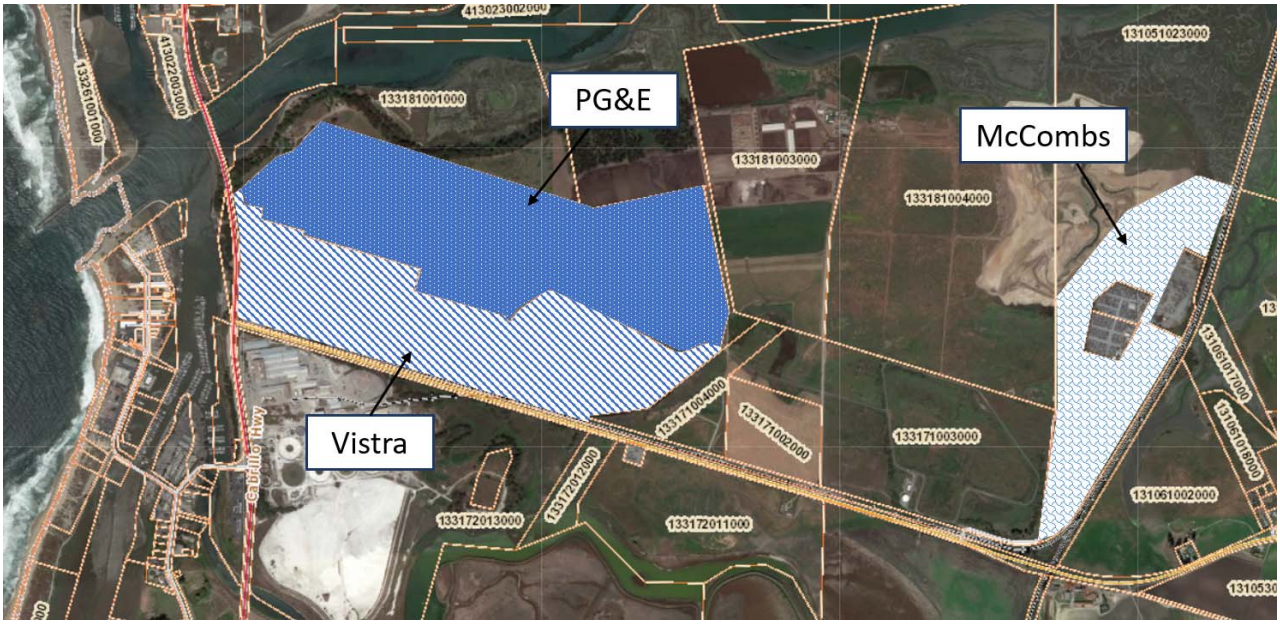

Figure 17. Projects Considered for Cumulative Analysis

PG&E Project – PG&E proposes rough grading and excavation of foundations within the identified 4.5 acre development area (amount not quantified), excavation of approximately 7,850yds^3 and fill of approximately 3,450yds^3 soils. **Table 4** below (excerpt from the PG&E CMP) quantifies the amount of material hauled, loads, and trip frequency.

Material	Quantity (cubic yards)	Approximate Total Loads	Frequency (trips/day)
Stone hauled in	3,450	173	15
Concrete hauled in	340	43	8
Battery packs	268	268	6
Pad mount transformers	67	22	4
Rebar hauled in	6	6	1
Breakers	3	1	1
Steel	2	2	1
Switches	1	1	1
CCTVs	1	1	1
Station service	1	1	1
Switchgear	3	3	1
Conduits and grounds	1	1	1
Insulators	1	1	1
Bill of materials	5	5	2
LV cables	20	5	2
MV cables	18	6	1
Soils off hauled	4,400	440	15

Table 4. Elkhorn Battery Energy Storage System Project Delivery and Off-Haul

PG&E proposes (Source 28) outbound traffic to the landfill located in Marina is proposed to be routed from Dolan Road to Castroville Boulevard to Highway 156 to Highway 1 or from Dolan Road to Castroville Boulevard to San Miguel Canyon Road to Highway 101. The return route from the landfill is proposed through Highway 1 North to Dolan Road.

Vistra Project – Vistra proposes to remove approximately 770 cubic yards (yds^3) of asphalt and excavate approximately 3,750yds^3 of soil. Based on the Construction Management Plan (Vistra CMP) and in accordance with the requirements of the Soils Management Plan (Gearhart, Source 20), excavated soils would be tested for contaminates, and either reused onsite or hauled offsite. For the purposes of analyzing cumulative impacts, an assumption is made that all asphalt and soil will be hauled offsite. It is anticipated that construction of the project would require the use of 22 large vehicles, 2 cranes, 3 vehicles specifically for grading, and 12 forklifts. The inbound and outbound haul route proposes to use Dolan Road to Castroville Boulevard to San Miguel Canyon Road to Highway 101, and vice versa. As discussed in Vistra project's Initial Study, GHG emission impacts are identified to be less than significant.

McCombs Project – The RV and Boat Storage project does not include any grading activities. Application materials (Source 29) includes a Traffic Management Plan that proposes drop off and pick up of stored vehicles during off peak traffic hours. The proposed route to the site would be from Highway 101 to San Miguel Canyon Road to Castroville Boulevard to Dolan Road. Outbound traffic would use the same route. Traffic data submitted with the McCombs application included actual driveway counts on a 1-week period from their existing operations in Scotts Valley (Source 25). This data is used as the assumed traffic generated by the project. From 12:00am to 11:00pm between September 19, 2017 to September 25, 2017, there was a total of 192 vehicles for inbound and outbound traffic, resulting in an average of 27 trips per day.

Air Quality – Potential cumulative air quality impacts have been identified based on the construction components of PG&E project analysis in Section VI.3 of this Initial Study, and the proposed PG&E Project. As discussed above and in Section VI.3 of this Initial Study, the PG&E project has the potential to create air quality impact as individual project due to the use of construction equipment. It is anticipated that the construction activities from the PG&E project would emit dust and fine particulate matter that would contribute the regions non-attainment for PM_{10}, thus potentially resulting in air quality impacts. The McCombs project does not include grading and therefore would not cumulatively contribute to air quality impacts. Vistra's Construction Management Plan (CMP) proposes to grade 1,250 yds^3 per day. Section VI.3 of this Initial Study demonstrates that emission of PM_{10} per day would be well under the threshold of significance. In addition, the applicant submitted their California Emissions Estimator Model (CalEEMod, Version 2016.3.2) results (Source 1) which calculated the maximum unmitigated overall construction emissions of PM_{10} to be 1.4713lbs/day. PG&E's CMP limits grading to 175 yds^3per day and their CalEEMod results submitted with the application estimated that their project would emit 7.72lbs/day of PM_{10}. With both of these projects combined, the anticipated emittance of PM10 would be approximately 9.1913lbs/day, below the 82lbs/ day threshold established by the CEQA Air Quality Guidelines "Criteria for Determining Construction Impacts" (Source 8). Therefore, these impacts are considered less than significant.

Biology – Potential cumulative biological resource impacts have been identified based based on the construction components of PG&E Project analysis in Section VI.4 of this Initial Study. The

Vistra and PG&E projects have identified potential biological resources impacts during construction activities. As such, both projects have similar mitigation measures incporporated requiring monitoring, education/training of construction personel, and report to ensure successful implementation. Therefore, it is reasonable to conclude that both projects would have a less than significant cumulative impact on biological resources with mitigations incorporated.

Greenhouse Gas Emissions – Potential cumulative greenhouse gas emission impacts have been identified based on the PG&E Project analysis in Section VI.8 of this Initial Study, and the proposed Vistra Project. Temporary construction activities would be the main contributor of GHG emissions for both projects. Both Projects would use typical construction equipment that emit NO_x and ROG. Use of this equipment has been accommodated within the *2012-2015 Air Quality Management Plan for the Monterey Bay Region* (AQMP) (AQMP, Source 13). CalEEMod results submitted with the PG&E application estimates approximately 40.415MT CO_2e amortized over a 30 year period. CalEEMod results submitted with the Vistra application (Source 1) estimated that the project would generate approximately 2,307.43 metric tons CO_2e (MT CO_2e) of unmitigated GHG emissions over a 14 month period (time of anticipated construction). The McCombs project would not involve grading activities or the use of construction equipment. Therefore, it is assumed that the McCombs project would not cumulatively contribute to GHG emissions. However, based on the fuel-burning construction equipment and vehicles utilized for the PG&E Project, GHGs, when combined with the Vistra Project would produce no more than the threshold of significance of 82 pounds per day of GHG precursors and these precursor emissions would have a less than significant impact on GHGs.

Hazards/Hazardous Materials – Cumulative Hazards/Hazardous Material impacts has the potential to occur as a result from the PG&E and the Vistra Projects. The Vistra Project has the potential to emit hazards through transportation of contaminated soils along a rural road and within one quarter mile of an existing school. As mentioned above, the PG&E Project proposes to use similar haul routes that would result in a cumulative impact when combined with the Vistra Project. However, both the project combined would create a less than significant impact.

Traffic –Traffic trips for the PG&E project, the Vistra Project, and the RV and Boat Storage project would all utilize the same route: Dolan Road to Castroville Boulevard to San Miguel Canyon Road to Highway 101. The construction component of the PG&E Project (Source 28), would result in approximately 180 daily trips. The construction component of the Vistra Project would result in no more than 924 daily trips. The RV and Boat Storage would result in 27 of daily trips (Source 30). Using the data provided by the project applications (Sources 1, 20, and 30), and in consultation with RMA-Public Works and Facilities, it has been determined that cumulatively, the 4 projects would not decrease the Level of Service (LOS) on the roads outline within the haul routes. Therefore, the potential impact would result in a less than significant level. See **Table 5** below.

Level of Service for 2-Lane Rural Higway			
LOS B	LOS C	LOS D	LOS E
4500	8100	13800	27600

Note$_1$: Source Florida DOT, 2009 and draft Countywide Nexus Study

Table 5. Thresholds for LOS

Tribal Cultural – Monterey County Geographic Information System (GIS) (Source 7) indicates that both the Vistra and PG&E Projects are located within an area of high archaeological sensitivity and in accordance with Section 20.145.110.B.1.a of the North County Coastal Implementation Plan (Source 3), an archaeological survey report was provided for both Projects (Vistra, Source 20; Waechter, Source 11; and Holston, Source 24).

Prior to enactment of AB52, the State of California found that current laws provided limited protection for sites, features, places, objects, and landscapes with cultural value to California Native American Tribes, which included Native American scared places. State Legislature enacted AB 52, Gatto. Native Americans: California Environmental Quality Act to recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities. The California Native American tribes are the experts with regards to their tribal history and practices. AB 52 enables these tribes to be included within the environmental analysis of project to help identify whether the land in question would have any tribal cultural resources. A consultation between the lead agency and respective tribe would occur to discuss the project. This allowed the tribe to identify any tribal cultural and apply mitigations as appropriate to reduce the level of impact to these resources.

PG&E Project proposes to excavate 6,120 cubic yards of soil within an existing substation footprint. A report provided by the applicant indicates that the area of direct impact for PG&E Project is within three known archaeological sites (Waechter, Source 24). The report concluded that a surface survey was infeasible and recommended that a qualified archaeologist and Native American Most Likely Descendant monitor any subsurface disturbance below 5 feet and down to a depth of 15 feet. OCEN tribal consultation occurred on April 2, 2019, with recommendation of a tribal monitor.

Vistra Project proposes to excavate 3,750 cubic yards of soil for the substation component of the Battery Energy Storage System (BESS). Although the subject property is within a known archaeological site, the area of direct impact, substation, is not within 750 feet of this known archaeological site. Further, reports provided by the applicant (Source 20) indicate that these areas have been previously disturbed down to a depth of 20 feet. However, due to the fact that the current soil within this substation cannot be confirmed whether it has been replaced with new

soil, a mitigation measure for tribal cultural monitoring has been applied to the Vistra Project to reduce any impact to a less than significant level.

Although the Vistra Project is not within a known archaeological site, the soil replaced within that area from previous excavations cannot be confirmed to be sterile soil. For both the PG&E and Vistra projects, any potential impact to tribal cultural resources would be reduced to a less than significant level. AB 52 enables the tribes to be a part of the environmental analysis, and the tribal cultural monitoring would allow for the tribe to stop construction work if any scared items (such as human remains) were found, thus being able to protect these resources.

VII(c). Conclusion: Less than Significant Impact.
The project involves site improvements and construction of the proposed BESS components over already developed areas within an established industrial site. Therefore, the project would not create a substantial adverse effect on human beings, either directly or indirectly. Implementation of the proposed project would result in temporary minor incremental reductions in air quality and traffic in the project vicinity due to construction and and temporary changes in traffic conditions. The Project would result in less than significant impacts to air quality, greenhouse gas emissions, and hazards and hazardous materials. Operation of vehicles during construction activities may generate airborne odors (e.g., diesel exhaust); however, such emissions would be localized to the immediate area under construction and would be short in duration. While the subject property would be exposed to ground-shaking from any of the faults that traverse Monterey County, the Project would be constructed in accordance with applicable seismic design parameters in the California Building Code. The primary source of criteria air pollutant and GHG emissions would stem from the use of equipment during construction activities. However, equipment use would be intermittent and limited to site preparation and construction activities. Pollutant emissions resulting from equipment used during construction would not exceed significance thresholds established by the CARB for GHG because the duration of use would be limited. Moreover, the project would not create any significant air emissions beyond those associated with current industrial uses established on the property. Construction-related noise or vibration impacts would be minimized by the limited project scope. The installation of the components of the battery energy storage system would not degrade the visual character of the area. Installation of automatic light fixtures would be installed and application of County conditions of approval would reduce visual and aesthetic impacts to less than significant. The project as proposed, mitigated by design, and as conditioned, would result in impacts reduced to a less than significant level.[3]

[3] Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

VIII. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee:

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a "de minimis" (minimal) effect on fish and wildlife resources under the jurisdiction of the California Department of Fish and Wildlife. Projects that were determined to have a "de minimis" effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of "de minimis" effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the California Department of Fish and Wildlife determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of "no effect" on fish and wildlife resources, development applicants must submit a form requesting such determination to the California Department of Fish and Wildlife. A No Effect Determination form may be obtained by contacting the Department by telephone at (916) 653-4875 or through the Department's website at www.wildlife.ca.gov.

Conclusion: The project will not be required to pay the fee.

Evidence: Based on the record as a whole as embodied in the RMA-Planning files pertaining to PLN180371 and the attached Initial Study / Proposed Mitigated Negative Declaration.

IX. SOURCES

1. Project Application/Plans for PLN180371:
    a. Site Plans and Elevations (Confidential)
    b. Preliminary Lighting Plans
    c. Stormwater Calculations
    d. Hazardous Material Questionnaire
    e. Applicant-Prepared Environmental Assessment
    f. Tesla Battery Emergency Response Guide
    g. Zerex G-48 Antifreeze Coolant Manufacture Safety Data Sheet
    h. KLEA®134a Refrigerant Manufacture Safety Data Sheet
    i. Preliminary Construction Management Plan
2. 1982 Monterey County General Plan
3. North County Land Use Plan
4. Moss Landing Community Area Plan, Chapter 5 of the North County Land Use Plan
5. Monterey County Coastal Implementation Plan, Part 2 (NC CIP)
6. Monterey County Coastal Implementation Plan, Part 1 (Title 20 Zoning Ordinance)
7. Monterey County Geographic Information Systems (GIS)
8. The Monterey Bay Air Resources District 2012-2015 Air Quality Management Plan (AQMP)
9. Site Visit conducted by the project planner on February 12, 2019
10. "Geotechnical Investigation Report PG&E Moss Landing Substation Battery Energy Storage Project, Moss Landing, California", dated June 1, 2018, (Monterey County Document No. LIB180416), prepared by Kleinfelder, Pleasanton, CA
11. "A Cultural Resources Study for Pacific Gas & Electric Company's Proposed Elkhorn Battery Energy Storage System (BESS) Project" dated October 2018 (Monterey County File No. LIB180418) prepared by Sharon A. Waechter, Far Western Anthropological Research Group, Inc., Davis, CA
12. "Biological Constraints Review for Transmission Projects," dated August 13, 2018 (Monterey County Document No. LIB180417), prepared by Jeff Mitchell and Kathleen Sholty.
13. Monterey Bay Unified Air Pollution Control District (MBUAPCD), CEQA Air Quality Guidelines, Revised February 2008

14. "Paleontological Analysis for the Moss Landing Battery Energy Storage System (BESS) Project, County of Monterey, California," dated October 11, 2018 (Monterey County Document No. LIB180419), prepared by Joey Raum, Paleo Solutions, Inc

15. Tribal Consultation dated April 02, 2019 with The Ohlone/Costanoan-Esselen Nation

16. Final 2017 Clean Air Plan, Bay Area Air Quality Management District. Adopted April 19, 2017

17. "Monterey County Multi-Jurisdictional Hazard Mitigation Plan", dated September 2014, prepared by the Monterey County Hazard Mitigation Planning Team and AECOM

18. Caltrans Aviation GIS Data, Division of Aeronautics Maps and Data.

19. The 2018 Regional Transportation Plan of the Monterey County. Transportation Agency for Monterey County (TAMC)

20. Project Application/Plans for PLN180394 – Vistra Energy

21. California AB-2514 Energy Storage Systems. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200920100AB2514

22. Project Application/Plans for PLN090274

23. Project Application/Plans for PLN160443 – McCombs

24. "Literature Review for the Moss Landing Battery Energy Storage Project" dated September 4, 2018 (Monterey County File No. LIB190003) prepared by John Holson, Principal Investigator, Pacific Legacy, Inc., Berkeley, CA

25. "Archaeological Sensitivity Assessment for the Moss Landing Battery Energy Storage System Project, Moss Landing Power Plant, Monterey County, California" dated December 12, 2018 (Monterey County File No. LIB180424) prepared by Lisa Holm, Senior Archaeologist, Pacific Legacy, Inc., Berkeley, CA

26. Map showing location of 7251 Highway 1, Moss Landing, California. *Google Earth*, earth.google.com/web/

27. "Duke Energy Moss Landing Mitigated Negative Declaration Comment Letter", dated February, 2019, prepared by Renee Robison (for Julie A. Vance), California Department of Fish and Wildlife

28. United States Code of Federal Regulations Title 29 CFR 1910, "Hazard Communication Program", United States Depart of Labor, Occupational Safety and Health Administration (OHSA)

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