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CALIFORNIA FLATS SOLAR PROJECT BATTERY ENERGY STORAGE SYSTEM MODIFICATION

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN
UPDATED APRIL 2020



Source: Tesla, July 2019

Prepared for:

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Cal Flats BESS, LLC
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1.0 CONTACT INFORMATION

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2.0 PROJECT DESCRIPTION

California Flats Solar, LLC, Cal Flats BESS, LLC and Cal Flats Solar 130, LLC (collectively, “California Flats Solar, LLC” and hereby referred to as “Project Applicant”) proposes to modify the existing California Flats Solar Project (“CFS Project”) to construct and operate a Battery Energy Storage System (“BESS”) and related infrastructure improvements (e.g., substation modification, transmission line, control and monitoring system, site fencing, drainage improvements, etc.). The Project Applicant proposes to construct the California Flats Solar Project – Battery Energy System Modification (“Proposed Modification” or “Modification”) entirely within the existing footprint (i.e., Solar Development Area) of the CFS Project. This document consists of the Preliminary Construction Management Plan (“CMP”) for the Proposed Modification submitted for the Minor Amendment to the previously approved CFS Combined Development Permit, PLN120294.¹ Monterey County Board of Supervisors’ (“Board of Supervisors”) Resolution No. 15-026, approved on February 10, 2015, included a CMP and other required materials for the entire CFS Project. This CMP is specific to construction and operation of the Proposed Modification and is consistent with the CMP submitted for the CFS Project CMP (**Figure 1, Preliminary Construction Management Plan: Battery Energy Storage System Modification**).

The Proposed Modification is approximately seven miles southeast of the community of Parkfield in Monterey County, California. The Proposed Modification would be located within the existing CFS facility. More specifically, the Proposed Modification and related improvements would be located entirely within the existing Solar Development Area (“SDA”) – an area that was previously evaluated in the CFS Project Environmental Impact Report (“EIR”).² The approximately three-acre BESS site is located northwest and adjacent to the

¹ Combined Development Permit PLN120294 approved the construction and operation of a 280 MW utility-scale solar generation facility on an approximately 3,000-acre site in southeastern Monterey County. The approved project consisted of the construction of photovoltaic (“PV”) solar modules within a 2,1200-acre Solar Development Area (“SDA”), two substations (approximately six acres each), a switching station (approximately six acres), a 4,000 square foot Operations and Maintenance (“O&M”) building, an approximately 155 acre utility corridor, other infrastructure needed to serve the CFS Project and grading of approximately 880,000 cubic yards of cut and 880,000 cubic yards of fill.

² SDA refers to a geographic area within the existing project footprint that was assumed to be developed in connection with the CFS Project. As a result, the CFS Project EIR previously evaluated impacts within this area in accordance with the requirements of the California Environmental Quality Act (“CEQA”).

existing CFS Project northern substation, north of the existing internal access road, on Assessor Parcel Number (“APN”) 424-181-014-000. Associated improvements to the northern substation are located on APN 424-181-015-000.

The Proposed Modification would allow up to 60-megawatt (“MW”), 240 megawatt-hour (“MWH”) of electric energy generated by the CFS Project to be stored on-site during low demand periods and subsequently distributed during peak demand periods. The Proposed Modification would entail the construction and installation of the BESS which includes up to 85 Tesla Megapack battery units. Each group of four Megapack battery units would be installed on an approximately 75-foot (“ft.”) by 12-ft. by 2-ft thick concrete pad. Additional improvements include facility upgrades to the existing CFS Project northern substation to allow for additional energy to be converted from the BESS, a transmission line (either above or below ground) to the existing CFS substation, a real time monitoring and control system, various safety features, drainage improvements, site fencing, as well as a new proposed driveway from Turkey Flats Road. Further details on the Proposed Modification infrastructure and improvements are provided in *Section 2. Project Description & Supporting Exhibits* of California Flats Solar Project – Battery Energy System Storage Modification Minor Amendment Application (“Application”).

3.0 CONSTRUCTION SCHEDULE AND HOURS

Construction would take a total of approximately four to seven months, with construction of the BESS taking approximately four months and construction of the substation modification taking approximately seven months. Construction is anticipated to commence in November 2020 and be completed, including testing and commissioning, in approximately May 2021. Construction equipment and materials would be staged and stored in designated construction work areas. All construction staging and parking would occur within the footprint of the existing facility (i.e., SDA).

4.0 CONSTRUCTION ACTIVITIES

Construction activities for the Proposed Modification would commence with mobilization, including office and storage accommodations, temporary washroom and lunchroom facilities and development of a material staging/laydown area. Construction of the Proposed Modification would proceed with initial site improvements including clearing and grubbing, excavation and disposal of excess fill, drainage channels, temporary fencing (if required) and subgrade preparation. Included in this stage is any required temporary fencing. The Proposed Modification is anticipated to disturb approximately 2.5-acres, requiring approximately 7,243 cubic yards (“cy”) of cut and 1,489 cy fill. No grading material would be hauled off-site.

After completion of initial site improvements, construction of the modifications to the substation would continue with installation of below grade and at grade infrastructure including foundations for structural steel and equipment, the conduit and cable trench system and ground grid system. After completion of below grade and at-grade infrastructure, construction of above grade infrastructure and associated low voltage controls would commence. For the BESS above grade infrastructure would include conductor cabling, grounding, relay panels and safety switches. At the substation improvements construction of above grade infrastructure and associated low voltage controls would commence including erection of structural steel and installation of associated equipment including circuit breakers, disconnect switches, capacitor voltage transformers (“CCVTs”) and current transformer/potential transformers (“CTPTs”), a step-up power transformer, metering and associated bus, conductor cabling, grounding, relay panels and safety switches. In addition, construction would include an interconnection to the existing 230 kilovolt (“kV”) circuit and a 34.5kV feeder complete with underbuilt fiber optic cable between the substation modification and the BESS. In conjunction with construction of above grade infrastructure, construction of final site improvements would be completed including final perimeter fencing, access gates, final grading and placement of 6 ft. thick station stone. After completion of above grade infrastructure, testing and commissioning, including connections to the existing northern substation and PG&E Switchyard, would be completed prior to energizing and placing the Proposed Modification components into service.

Construction activities would generate waste that in some cases may require off-site disposal. Non-hazardous waste generated during construction, such as common household trash, cardboard, wood pallets, copper wire, scrap metal and wood wire spools, erosion control materials (such as straw bales and silt fencing), and packaging materials for equipment and parts, would be collected in trash bins and picked up/disposed of by a local waste disposal company or recycled. No hazardous waste is expected to be generated during construction; however, construction equipment uses various hazardous materials (diesel fuel, oil, solvents, etc.) and these materials would be disposed of off-site in accordance with all applicable laws pertaining to the handling and disposal of hazardous waste. Prior to construction, the Project Applicant would submit a Final CMP consistent with the requirements of Mitigation Measure MM PS-1a. The Final CMP would address waste management considerations, including, waste storage locations, disposal, recycling, inspection procedures, and waste minimization measures.

5.0 CONSTRUCTION OPERATION

The construction workforce is expected to work Monday through Saturday and arrive at the project site between 6:00 AM and 7:00 AM and leave the site between 5:30 PM and 6:30 PM. On-site construction personnel would consist of laborers, craftspeople, supervisory personnel, construction management personnel, civil and construction trades, as well as administrative and support staff. Typical on-site construction staff levels would depend on the number of concurrent tasks being performed and the phasing of the Proposed Modification but would consist of an average of 30 workers per day. Typical construction equipment such as forklifts, cranes, skid-steers, trenchers, dozers, trackers/loaders/backhoes, generators, air compressors, and welders would be used during construction. Mechanical components of the pretreatment, membrane filtration systems, reverse osmosis, advanced oxidation, and post-treatment facilities would be prefabricated and delivered to the site for installation.

6.0 CONSTRUCTION ACCESS/ROUTES

Access to the site would be provided from an existing private driveway off SR 41, which serves as the access road serving the CFS Project. The existing driveway is approximately one mile west of Cholame Valley Road. This would be the primary access during construction and operation of the Proposed Modification.³ The private driveway traverses approximately 5.5 miles from its intersection with SR 41 to the CFS Project's southeast boundary.

Regional north-south freeway access is provided via Interstate 5 ("I-5") located to the east of the site and via U.S. Route 101 located to the west of the site. East-west access is provided via SR 46 and SR 41. SR 46 is a major east-west facility that extends from SR 1 through Paso Robles and continues east to I-5 and the Central Valley.

An average of 18 truck trips per day would access the site during construction. An estimated 88 daily worker trips are estimated over the course of the construction period (see **Table 1, Estimated Maximum Daily Construction Vehicle Trips** below). To the extent feasible, parking for construction equipment and worker vehicles would be accommodated within the construction work areas.

³ Local roads near the Proposed Modification site, including Cholame Valley Road (a two-lane north-south County Road located within Monterey and San Luis Obispo counties that extends north from the intersection of SR 41/46) and Turkey Flat Road (a two-lane east-west rural road that extends for approximately four miles between Cholame Valley Road and a gated entry at the western border of the CFS Project site) would not be used for construction purposes.

Table 1
Estimated Maximum Daily Construction Vehicle Trips

	Number of Truck Trips Per Day		Number of Worker Trips Per Day	
	Round Trips[a]	One-Way Trips [b]	Round Trips[a]	One-Way Trips [b]
Proposed Modification	9	18	39	88

NOTES:

[a] Based upon peak construction phase of the Proposed Modification over a four to seven-month construction period. If the project construction period lasts for longer than four to seven-month, the number of peak hour trips would be slightly lower.

[b] Project Construction Phase trip generation is based upon an average workforce of 30 employees.

Source: Joshua Chavez, personal communication, 2020

7.0 SENSITIVE RECEPTORS

Some land uses are considered more sensitive to ambient noise levels or at a greater risk than the general population to the effects of air pollutants than others. These areas are referred to as “sensitive receptors”. In general, residences, schools, hotels, hospitals, and nursing homes are considered sensitive receptors. Commercial and industrial uses and agricultural lands are considered the least sensitive.

The Proposed Modification is not anticipated to adversely affect any sensitive receptors due to its remote location. The nearest sensitive receptors are two private residences located at a distance of approximately two (2) miles from the Proposed Modification. As a result, these residences are not located in close proximity to the Proposed Modification – they would not be affected by the construction of the Proposed Modification.

8.0 APPLICANT PROPOSED MEASURES

The CFS Project included specific measures during construction and operation to reduce the extent of potential environmental impacts. All applicable mitigation measures contained in the CFS Project Mitigation Monitoring and Reporting Program (“MMRP”) would be implemented in connection with construction of the Proposed Modification to the extent applicable. In addition, APMs identified as part of the original CFS Project would be implemented in connection with construction of the Proposed Modification. Below is a list of APMs applicable to construction of the Proposed Modification:

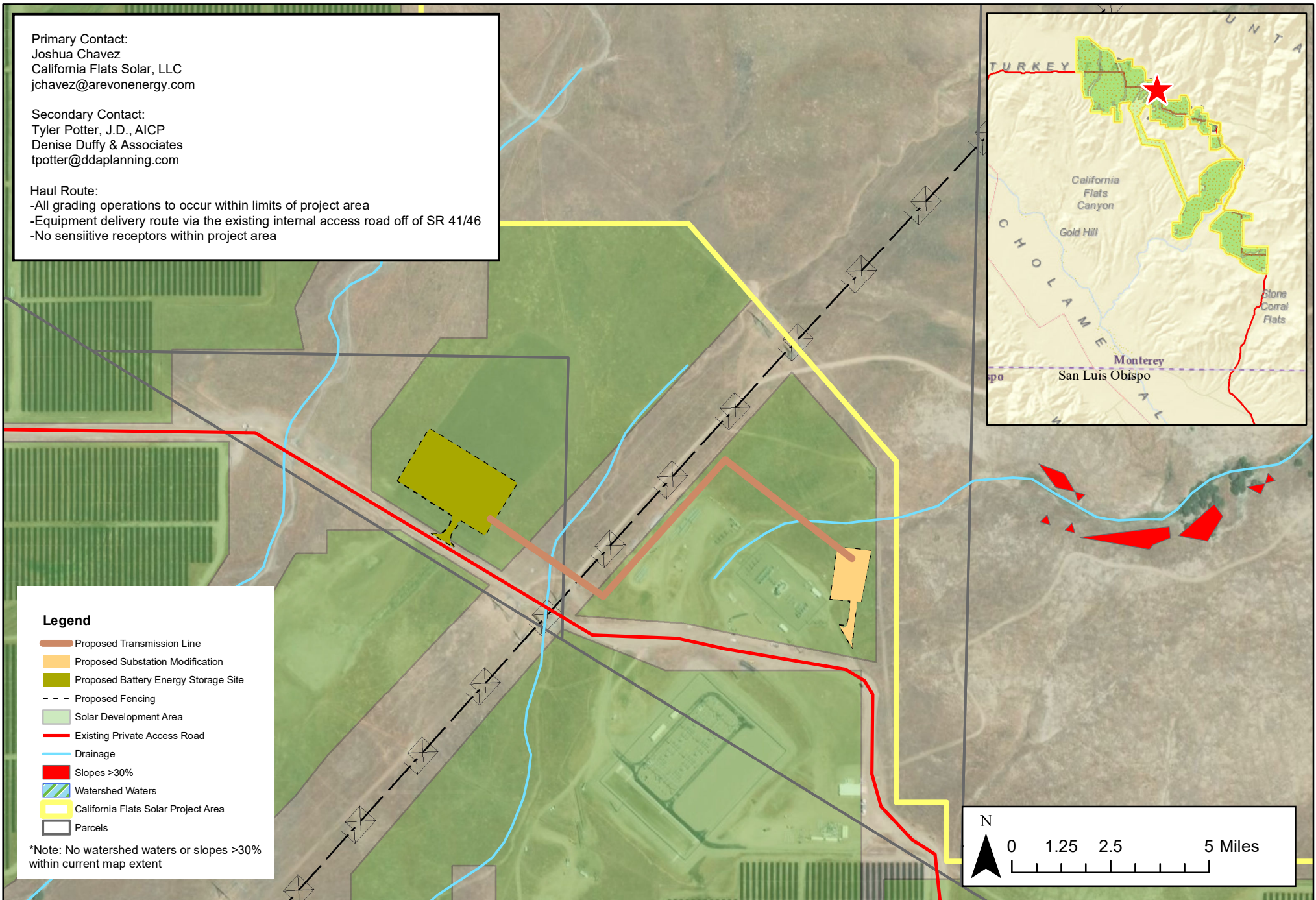
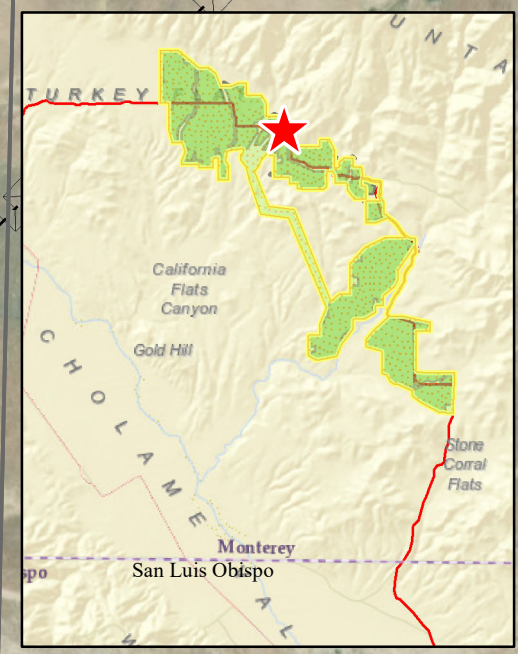
- The project proponent will prepare and implement a Final Construction Management Plan (CMP) that will include measures to ensure on-going coordination with adjacent property owners during project construction. As part of the Final CMP, the project proponent will identify a designated construction liaison that will be responsible for communicating with adjacent property owners. The name and contact information of the public liaison will be provided in the Final CMP and will be made available to property owners within one mile of the project site. The designated construction liaison will be responsible for providing advanced notification of pending construction activities to adjacent property owners throughout the duration of construction. (MM PS-1a)
- The project proponent will stabilize temporary construction entrances with rumble strips to limit transport/introduction of invasive species and control fugitive dust emissions. (MM AQ-2a)
- The project proponent will prepare and implement a Dust Control Plan during project construction to minimize fugitive dust emissions. Applicable dust control measures will be provided in accordance with Monterey Bay Air Resources District (formerly Monterey Bay Unified Air Pollution Control District) requirements during project construction. (MM AQ-2a)

- The project proponent will prepare a project-specific Stormwater Pollution Prevention Plan (SWPPP) and Erosion Control Plan to minimize potential impacts to hydrology and water quality and reduce the extent of potential erosion-related effects associated with temporary ground-disturbing activities during project construction.
- The project proponent will implement the following measures to further reduce potential traffic impacts during construction: staggered work hours, scheduling deliveries outside of the morning and afternoon peak traffic times, and Friday afternoon traffic control measures, to the extent feasible. Friday afternoon traffic control measures would be implemented between 4:00 PM and 5:00 PM on Fridays and would include the following measures:
 - Truck delivery and construction workers bound for eastbound SR 46 would be prohibited from making southbound left turns onto eastbound SR 46 by a flag person. Construction shuttle buses would be exempt.
 - Vehicle destinations would be identified by vehicle badges.
 - The flag person would identify these vehicles and direct them to make an eastbound left out movement onto SR 41 north. (MM T-2)

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Haul Route:
 -All grading operations to occur within limits of project area
 -Equipment delivery route via the existing internal access road off of SR 41/46
 -No sensitive receptors within project area



Legend

- Proposed Transmission Line
- Proposed Substation Modification
- Proposed Battery Energy Storage Site
- Proposed Fencing
- Solar Development Area
- Existing Private Access Road
- Drainage
- Slopes >30%
- Watershed Waters
- California Flats Solar Project Area
- Parcels

*Note: No watershed waters or slopes >30% within current map extent



Title:
**Preliminary Construction Management Plan:
 Battery Energy Storage System Modification**

Date: 3/4/2020
 Scale: 1 in = 0.08 miles
 Project: 2011-26



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Figure
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