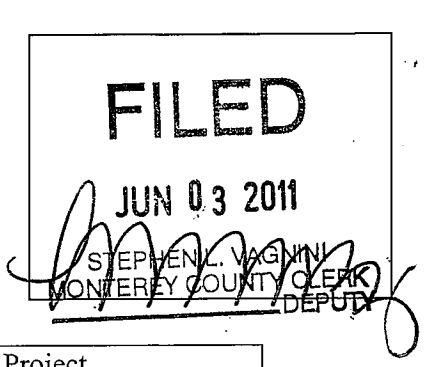
County of Monterey
State of California

EXHIBIT F

NEGATIVE DECLARATION



Project Title:	PG&E Moss Landing BUS Upgrade and Automation Project
File Number:	PLN090274
Owner:	Pacific Gas and Electric Company
Project Location:	7251 Highway 1 Moss Landing, CA, Monterey County, California
Primary APN:	133-181-010-000
Project Planner:	Delinda Robinson, Senior Planner
Permit Type:	Combined Development Permit
Project Description:	Combined Development Permit consisting of: 1) an Amendment to the Moss Landing Power Plant Master Plan; 2) a Coastal Development Permit to allow the expansion of the existing PG&E Moss Landing substation to include: the expansion and reconfiguration of the existing 115 KV and 230 KV transformer banks, the removal or relocation of the lattice towers and their replacement with new tubular steel poles, the relocation of an existing microwave telecommunications tower and the relocation of an existing outdoor test facility; 3) a Coastal Development Permit to allow development on a parcel with known archaeological resources; and 4) a Coastal Development Permit for development within 100 feet of environmentally sensitive habitat. The property is located at 7251 Highway 1, Moss Landing (Assessor's Parcel Number 133-181-010-000), north of the intersection of Dolan Road and Highway 1, approximately 240 feet south of Elkhorn Slough, North County Land Use 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:	Monterey County Planning Commission
Responsible Agency:	Resource Management Agency - Planning Department
Review Period Begins:	June 7, 2011
Review Period Ends:	July 6, 2011

Further information, including a copy of the application and Initial Study are available at the Monterey County Resource Management Agency - Planning Department, 168 W. Alisal Street, 2nd Floor, Salinas, CA 93901 (831) 755-5025.

POSTED 30 DAYS

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY – PLANNING DEPARTMENT
168 WEST ALISAL, 2ND FLOOR, SALINAS, CA 93901
(831) 755-5025 FAX: (831) 757-9516

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

NOTICE IS HEREBY GIVEN that the Monterey County Resource Management Agency – Planning Department has prepared a draft Negative Declaration, pursuant to the requirements of CEQA, for a Combined Development Permit (PG&E Moss Landing BUS Upgrade and Automation Project, File Number PLN090274) at 7251 Highway 1, Moss Landing, CA (APN 133-181-010-000) (see description below). The Negative Declaration and Initial Study, as well as referenced documents, are available for review at the Monterey County Resource Management Agency – Planning Department, 168 West Alisal, 2nd Floor, Salinas, California. The Planning Commission will consider this proposal at a meeting on **July 27, 2011** at 9:30am in the Monterey County Board of Supervisors Chambers, 168 West Alisal, 2nd Floor, Salinas, California. Written comments on this Negative Declaration will be accepted from **June 7, 2011** to **July 6, 2011**. Comments can also be made during the public hearing.

Project Description: Combined Development Permit consisting of: 1) an Amendment to the Moss Landing Power Plant Master Plan; 2) a Coastal Development Permit to allow the expansion of the existing PG&E Moss Landing substation to include: the expansion and reconfiguration of the existing 115 KV and 230 KV transformer banks, the removal or relocation of the lattice towers and their replacement with new tubular steel poles, the relocation of an existing microwave telecommunications tower and the relocation of an existing outdoor test facility; 3) a Coastal Development Permit to allow development on a parcel with known archaeological resources; and 4) a Coastal Development Permit for development within 100 feet of environmentally sensitive habitat. The property is located at 7251 Highway 1, Moss Landing (Assessor's Parcel Number 133-181-010-000), north of the intersection of Dolan Road and Highway 1, approximately 240 feet south of Elkhorn Slough, North County Land Use 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 Department also accepts comments via e-mail or facsimile but requests that you follow these instructions to ensure that the Department 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 Department to ensure the Department 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 Department to confirm that the entire document was received.

For reviewing agencies: The Resource Management Agency – Planning Department 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 Department 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 – Planning Department
Attn: Mike Novo, Director of Planning
168 West Alisal, 2nd Floor
Salinas, CA 93901

Re: PG&E Moss Landing BUS Upgrade and Automation Project; File Number PLN090274

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

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

COMMENTS: _____

_____

_____

_____

DISTRIBUTION

1. State Clearinghouse (15 copies)—include Notice of Completion
2. California Coastal Commission
3. County Clerk's Office
4. Monterey Bay Unified Air Pollution Control District

5. North County Fire Protection District
6. Monterey County Water Resources Agency
7. Monterey County Public Works Department
8. Monterey County Division of Environmental Health
9. Pacific Gas and Electric, Owner
10. Property Owners within 300 feet (Notice of Intent only)

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY

PLANNING DEPARTMENT

168 WEST ALISAL ST., 2nd FLOOR, SALINAS, CA 93901

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

INITIAL STUDY

I. BACKGROUND INFORMATION

Project Title:	PG&E Moss Landing BUS Upgrade and Automation Project
File No.:	PLN090274
Project Location:	7251 Highway 1, Moss Landing
Name of Property Owner:	Pacific Gas and Electric Company
Name of Applicant:	Pacific Gas and Electric Company
Assessor's Parcel Number(s):	133-181-010-000
Acreage of Property:	133 Acres
General Plan Designation:	Heavy Industrial
Zoning District:	HI (CZ)
Lead Agency:	Monterey County RMA – Planning Department
Prepared By:	David J. R. Mack
Date Prepared:	05/13/2011
Contact Person:	David J. R. Mack
Phone Number:	831-755-5096

II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

A. Description of Project:

PROJECT OVERVIEW

Pacific Gas and Electric Company (PG&E) is proposing the Moss Landing Bus Upgrade and Automation Project (project) to increase substation control and enhance electrical system reliability. The project involves an approximate 5.2-acre expansion of the existing Moss Landing Substation; removal of the existing 230 kilovolt (kV) and 115 kV substation equipment; and installation of new, more efficient substation equipment that would increase the control and reliability of the substation and transmission system. In addition, the transmission lines and towers located to the north of the substation outside of the existing fence line (hereby referred to as the transmission tower yard) would be reconfigured. Specifically, ten existing lattice towers and one tubular steel pole (TSP) would be removed and would be replaced with five new lattice towers and seven TSPs of similar height.

The project would enhance PG&E's control and reliability of the substation and transmission system. The substation system controls are currently located within the Dynegy-owned Moss Landing Power Plant, which is located adjacent to the southern boundary of the Moss Landing Substation. Because PG&E originally built, owned, and operated the power plant, the substation controls are located inside the power plant. Now that the power plant is owned by Dynegy, PG&E substation operators have limited access to substation controls inside the power plant because of Dynegy's security protocols. With the implementation of the project, the substation controls would be relocated to the PG&E-owned substation property. Additionally, the existing substation equipment is aging. The new substation equipment would increase the reliability and efficiency of PG&E's electrical transmission system.

Project Phasing

The Moss Landing Substation currently occupies approximately 26 acres and would be expanded by approximately 5.2 acres (150 feet by 1,500 feet). To accommodate the substation expansion, while still maintaining electrical service to areas served by the substation, the project would be phased as follows:

Phase 1 - Removal of existing 230 kV equipment and replacement with new 230 kV substation equipment in new configuration and construction of new microwave communication tower.

Phase 2 - Removal and replacement of existing 115 kV equipment, followed by demolition of the existing communication tower (after all new equipment is installed and operational).

It is important to note that demolition and construction at the 115 kV yard would not begin until construction at the 230 kV yard is complete. Phasing the reconfiguration and replacement of the 115 kV and 230 kV yards would ensure that portions of the substation can remain energized during construction to serve customers.

The height of the new substation equipment would range from 20 to 30 feet, which is approximately 10 feet lower than the existing equipment. Five of the seven existing 75-foot lattice towers located within the substation would be removed and replaced with five new lattice towers, ranging in height from 110-145 feet. Approximately five new 75-foot-tall TSPs and two 125-foot-tall TSPs will be installed for use with transmission lines. In addition, a new 150 foot tall communications tower will be constructed to the immediate north of the Communication Building. The major equipment to be installed includes 230/115 kV transformer banks, circuit breaker reactors, two modular protection automation and control buildings (each measuring 98 feet long, by 16 feet wide, and 11 feet tall), and a battery building (measuring 34 feet long, by 16 feet wide, and 11 feet tall). The substation expansion area and new substation equipment is depicted in **Exhibit 1**.

The total amount of oil required to operate the transformers at the Moss Landing Substation would be reduced because the existing single-phase banks would be replaced with new three-phase banks, which require less oil. Additionally, the existing oil-filled circuit breakers would be replaced with gas circuit breakers. Under the substation equipment, one new retention basin would be installed and the existing basin would be modified. Stormwater would be managed by a series of drainage ditches and pipes connecting to the drainage system for the adjacent power plant.

Security

Substation lighting would be provided by 100 and 150 watt high-pressure sodium luminaires that would be mounted to the substation structures and to poles ranging in height from 10 feet to 14 feet. The substation lights would normally be turned off and would only be used intermittently at night for security and safety reasons. The lights would be oriented downward to minimize glare onto surrounding property and habitat.

A 6-foot-tall chain-link fence topped with barbed wire (consistent with PG&E standards for security fences) would enclose the entire substation, which would include the 115 kV yard, 230 kV yard, and the outdoor materials testing facility. All entrance gates would be locked and monitored remotely to limit access to qualified personnel. Warning signs would be posted on the substation fence, in accordance with federal, state, and local safety regulations. A substation ground grid would also be installed, in accordance with applicable PG&E safety guidelines and standards.

Tower and Pole Removal and Installation

The existing transmission lines, located within the transmission tower yard, would be reoriented to accommodate the substation expansion. The new transmission line-related lattice towers to be installed in the tower yard would be between 110 and 145 feet tall along the 115 kV lines and 146 feet tall along the 230 kV lines. The new TSPs to be installed along the 115 kV lines would be approximately 75 feet tall and the TSPs along the 230 kV lines would be approximately 125 feet tall. All new lattice towers and TSPs would be designed to conform to those practices described in the Suggested Practices for Avian Protection on Power Lines Manual developed by the Avian Power Line Interaction Committee.

New conductor would also be installed to connect the new lattice towers and TSPs to the reconfigured substation transformer banks.

Relocation of Communication Tower

Prior to the substation reconfiguration and replacement of the transformer banks, the existing microwave communications tower and control building will need be relocated. The microwave communications tower is essential for substation operation and communication. The existing microwave communications tower and control building would be demolished only after the new equipment is operational.

The new microwave communications tower and control building would be constructed approximately 300 feet northwest of the existing tower and control building. The existing 150-foot-tall microwave tower would be removed and a new 150-foot-tall microwave tower would be installed. The tower would have 8-foot microwave antennas placed at 105 feet and 145 feet on the tower. The microwave communications tower, with associated ground systems, control building, and cable-bridge from the communication tower to the control building, would be installed within the substation fence-line. The new control building would be 32 feet by 12 feet, which is similar in size to the existing building.

Relocation of Outdoor Test Yard

The project would require the relocation of the existing materials testing yard and meteorological tower in order to accommodate the new 230 kV substation equipment. The materials testing yard would be moved approximately 1,000 feet to the west and would occupy an area measuring approximately 130,000 square feet. The entire area would be graded and graveled to create a flat, drivable surface, and the perimeter of the facility would be fenced. The yard would be used for testing utility equipment including transformers, switching equipment, poles, insulators, and over-voltage protection devices.

The test facility would also contain a new meteorological tower. The tower would be 60 feet tall and would be located in the northeast corner of the test facility, away from obstructions.

LAND/ACCESS REQUIREMENTS AND WORK AREAS

The project would include locating TSPs on Dynegy owned property within a new right-of-way. During construction, a temporary access easement would be obtained from the adjacent property owner to the northwest for use of the existing private road leading to the transmission tower yard.

Substation Expansion

Access

During construction at the substation, temporary access for equipment and vehicles would be provided via Dolan Road and California State Route 1 (Highway 1). Construction vehicles and equipment would utilize existing paved roadways and existing dirt roads within the PG&E-owned property.

Staging Areas

Staging of all substation materials would occur in Fresno, California. All materials would be trucked to the site and be delivered via Dolan Road and Highway 1. Construction staging would occur within the existing substation site and no additional land is required. Construction trailers would also be located within the existing substation site and would obtain power from the substation.

Work Areas

Because each substation bus[1] would be encircled by 16-foot-wide access roads, additional work areas, beyond the approximate 5.2 acres being developed as part of the substation expansion, are not required. The work area includes all of the access roads required between each substation bus.

Transmission Line and Structures

Access

Access to the transmission lattice towers and TSPs located outside of the existing substation fenceline would be from the existing PG&E maintenance facility, located east of the substation, or from an existing private road that is located northwest of the project site. To access each of the transmission tower locations from the private road, a series of 16-foot-wide dirt access roads would be required. All temporary access roads would be restored to pre-construction conditions following completion of the project.

Staging Areas

Lattice tower steel and TSPs would be delivered to the project site from Davis, California via Dolan Road and Highway 1. Construction staging would occur within the larger work area described in the following section.

Work Areas

An approximately 350,000-square-foot (8-acre) temporary work area would be utilized within the transmission tower yard during construction. This area would be used for lattice tower demolition, equipment and materials staging, site access, and working space for placing equipment and materials. All work areas would be restored to pre-construction conditions upon completion of construction.

Permanent Operation and Maintenance

The expanded substation and lattice towers would occupy approximately 5.2 additional acres of land upon completion of the project. (**Table 1-1**) Within the transmission tower yard, ten lattice towers and one TSP would be removed and would be replaced in new locations with four lattice towers and six TSPs. Therefore, there is no additional permanent land impact as a result of the lattice tower component of the project.

[1] A substation bus is an electrical connection between multiple electrical devices.

Table 1-1: Permanent Aboveground Facility Land Requirements

Aboveground Facility	Permanent Land Requirements	
	Dimensions/Square Footage	Acreage
Expanded substation	1,500 feet by 150 feet	5.2
Lattice towers (4 footings per lattice tower)	116 square feet per tower (29 square feet per footing)	0.011-0.026= -0.015*
TSPs	29 square feet per TSP (x6)	0.004

*Demolition of the ten existing towers within the transmission tower yard would result in the removal of 0.026 acres of permanent impacts, while the installation of the four new towers would result in 0.011 acre of impact.

PROJECT CONSTRUCTION/CONSTRUCTION METHODS

Substation Expansion

Clearing/Grading/Demolotion

The existing substation equipment would be removed from the site in phases. First, the existing 230 kV equipment would be demolished, removed, and then reconstructed in the new configuration. Then, the 115 kV equipment would be demolished, removed, and reconstructed. The existing substation equipment would be reused on site or recycled, to the maximum extent practicable. Any remaining materials and equipment would be sent to appropriate landfill facilities (such as the Altamont Landfill). Any hazardous materials would be appropriately disposed of at the nearest hazardous materials disposal facility.

Once the existing substation equipment has been demolished and removed, the site clearing and grading would ensue. Existing vegetation in the expansion area would be cleared and the area would be graded to create a level surface for the new equipment. Some cut and fill would be required to create a level surface. The grading would be based on a grading plan that emphasizes balanced cut and fill to the extent possible. In addition, on-site material would be reused to the extent possible. Approximately 17,000 cubic yards of cut and 11,000 cubic yards of fill would be required to develop the substation structure pads (extra cut quantities are due to construction of retention basins). The entire expansion area would then be graveled. Imported Class II Aggregate base would be required to provide a 4- to 12-inch surface cap for the two substation switchyards. Site grading would be accomplished with bulldozers and scrapers, which would cut and fill native soil to the desired pad elevations.

Foundation Installation

Following site preparation, construction of the station equipment foundations (consisting of drilled pier, mat, and pad type foundations) and the grounding grid would begin. Foundation construction would commence with excavation activities that would be accomplished primarily by backhoes and drill rigs. Forms, reinforcing steel, and concrete would then be installed, as appropriate, to build the foundations.

Approximately 6,000 gallons of water would normally be required daily for dust control. Up to 15,000 gallons per day would be required during grading and foundation construction. Water would be obtained from the shared PG&E and Dynegy well.

Dewatering may be necessary during construction given the high groundwater table at the project site. Water would be pumped into tanks and tested for contaminants. Whenever possible, the pumped water would be recycled and reused during construction (e.g., dust control).

Aboveground Equipment Installation

Once the foundation work has been completed, placement of major substation equipment on their respective foundations or structures, inclusive of anchoring in their final positions and wiring of the equipment controls and protection devices, would be completed. This work would be accomplished by delivering equipment to the site on flatbed trucks and lifting it into place using forklifts and cranes.

Clean-up and Post-Construction Restoration

Because the entire substation and work areas would be located within the substation property, on asphalted or graveled roads, there would be no post-construction restoration required.

Transmission Lines and Structures

Clearing and Grading

Once the access route to each transmission tower has been established, work will begin. No tree removal will be required. More detailed information regarding the vegetation and habitat communities to be impacted by clearing is provided in Section 2.3 Biological Resources.

The transmission tower yard is relatively flat and minimal grading (if any) would be required for the installation of new lattice towers. Excavations will, however be required for the new lattice tower foundations, as described in the following section.

Water for dust control would be obtained from the shared PG&E and Dynegy well or from dewatering activities (once the water is tested and is determined to be free of contaminants).

Lattice Tower Installation

Lattice tower foundations will be drilled concrete piers. The foundation process will begin with the boring of four holes (approximately 4 to 6 feet in diameter and 12 to 15 feet in depth) for the lattice towers. The holes will be bored using truck-mounted excavators and augers to match the diameter and depth requirements of the foundations. Following excavation of the foundation holes, reinforcing steel will be installed and concrete will be poured. Concrete will be delivered directly to the lattice tower locations in concrete trucks. In cases where access is limited, concrete may be pumped from a work area located several hundred feet away from the structure location.

Lattice tower segments would be assembled at each installation site within the transmission tower yard work area. Steel parts for each structure will be delivered to each location by flatbed truck. The lattice tower segments will be bolted together and assembled on the ground. The lattice towers will then be lifted onto their foundations by use of a crane.

PG&E will notify the Underground Service Alert a minimum of 48 hours in advance of excavating or conducting other ground-disturbing activities in order to identify buried utilities.

PG&E will also conduct exploratory excavations (potholing) to verify the locations of existing facilities in the field.

Tubular Steel Pole (TSP) Installation

Crews will initiate TSP construction by excavating an approximate 20-foot-deep foundation to accommodate the rebar cage in order to reinforce the concrete foundations. When the concrete foundation is cured, the TSP base will be lifted upon the foundation by crane. Once the TSP base is secured, the next section of the TSP is slipped onto the base by a crane and secured in place. Similar to the lattice tower installation, concrete would be delivered directly to the TSP locations in concrete trucks. In cases where access is limited, concrete may be pumped from a work area located several hundred feet away from the structure location.

Conductor Installation

Conductor stringing operations would be facilitated with the installation of travelers or "rollers" on the structure cross-arms during structure installation, using aerial manlifts (bucket-trucks). The travelers would allow the conductor to be pulled through each structure until the entire line is ready to be pulled up to the final tension position. Following installation of the travelers, a sock line (a small cable used to pull the conductor) rope would be pulled onto the travelers. Once the rope is in place, it would be attached to a steel cable and pulled back through the travelers. The conductor would then be attached to the cable and pulled back through the travelers using conventional tractor-trailer pulling equipment located at pull and tension sites.

After the conductor is pulled into place, the sags between the structures would be adjusted to a pre-calculated level. The line would be installed with a minimum ground clearance of 30 feet. The conductor would then be clipped into the end of each insulator, the travelers would be removed, and vibration dampers and other accessories would be installed, as necessary.

Clean-up and Post-Construction Restoration

All areas that are temporarily disturbed near and/or around each lattice tower and TSP, as well as areas used for conductor pulling, tensioning, and staging, will be restored to their pre-construction conditions, to the extent practicable, at the conclusion of all construction activities. This will involve the removal of all construction materials and debris, as well as returning areas to their original contours and configurations. The affected areas will be allowed to naturally revegetate.

Construction Personnel and Equipment

Because the substation must remain operational to maintain electrical service to PG&E customers, the project must be constructed in phases. It is anticipated that construction of the entire project would take approximately 5 years to complete (including initial site clearing and demolition) and that there would be approximately 16 personnel on site during peak construction times. The majority of work would be conducted by two crews of up to eight people working 10-hour days, 4 days per week. Short and sporadic periods of night or weekend construction may be required during re-conductoring activities.

The type, quantity, and use of equipment that is anticipated to be on site during peak construction

hours for each project component are shown in **Table 1-2**.

Table 1-2: Typical Construction Equipment

Project Component	Equipment	Use	Approximate Quantity
Substation Civil Engineering Activities	¾-ton or 1-ton pickup truck	Transport and support construction personnel	5
	Bulldozer	Grade pads and access roads	2
	Scraper	Grade pads and access roads	2
	Compactor	Grade pads and access roads	2
	Loader	Load dump trucks and stockpile	1
	Backhoe	Excavate	2
	Water truck	Suppress dust	1
	Haul truck	Transport Class II import material	1
	Asphalt paver	Pave access roads	1
	Vibrating roller	Compact soil and asphalt	1
	Asphalt haul trucks	Transport asphalt	1
	Concrete truck	Pour concrete	2
	Drill rig	Drill pier foundations	1
	Fork lift/skid steer	Move rebar, equipment, masonry, and other materials	1
	Dump Truck	Move rock & spoils	2
Tower and Line Installation (within the transmission tower yard)	¾-ton or 1-ton pickup truck	Transport construction personnel	5
	Concrete truck	Pour concrete	1
	Drill rig	Drill foundations	1
	Backhoe	Excavate foundations	1
	Large crane	Erect towers	1
	Bucket truck	Erect towers and install conductors	2
	Puller and tensioner	Install conductors	1
	Reel trailer	Install conductors	1

Project Component	Equipment	Use	Approximate Quantity
Tower and Line Installation (within the transmission tower yard)	Dump Truck, 10 yard	Haul rock and spoil	1
	Truck and 48-foot trailer	Haul materials	1
	Crew Truck Ford F550 4X4	Transport crew	2
	Line truck	Transport and store conductor	1
	Fuel truck	Fuel on-site vehicles	1
	Water truck	Suppress dust	1
	Material Van	Move store small materials	2
	Fork lift	Move materials	2
	Vibrating compactor	Compact soils around foundations	1
Substation Construction	Light-duty crane	Place material and set steel	1
	Bucket truck/manlift	Set steel and install equipment	4
	Crane	Place material and set steel	1
	Boom Truck	Place material and set steel	2
	Fork lift/skid steer	Move rebar, equipment, masonry, and other materials	2
	Haul truck	Transport Class II import material	1
	¾-ton or 1-ton pickup truck	Transport and support construction personnel	5

Substation Operation and Maintenance (On-Going)

No substantial change to operation and maintenance procedures will occur as a result of the project. Daily substation monitoring and control functions will continue to be performed on site utilizing the upgraded Supervisory Control and Data Acquisition system that would be installed as a part of the project. Unauthorized entry into all substations is prevented with the provision of fencing and locked gates. Warning signs would be posted and entry to the new substation would be restricted to authorized personnel. Therefore, no new personnel will be required for the operation and maintenance of the substation.

Routine operation and maintenance will occur at the substation, on a monthly basis. Maintenance activities will include equipment testing, equipment monitoring and repair, emergency and routine procedures for service continuity, and preventive maintenance. Gauges and meters would be read and recorded. A visual inspection of the entire facility will be conducted to look for problems and identified issues will be addressed or scheduled for repair. Routine operation and maintenance practices are expected to require approximately 12 trips per year by one PG&E maintenance person.

Transmission lines and structures are inspected annually. The inspector drives or walks the line to look for indications of breakage and/or damage. When appropriate and required, an inspector will climb the tower(s) for closer inspection. Any required repairs will be scheduled and completed once the appropriate crews, equipment and materials are available.

B. Surrounding Land Uses and Environmental Setting:

The project is located in unincorporated Monterey County, California, approximately 7 miles south of the City of Watsonville as shown in **Exhibit 2**. The project is situated on the cusp of the Elkhorn Slough headwaters, approximately 240 feet to the north of the project area. One residence is situated within the general proximity of the substation area, approximately 560 feet to the northwest. The reconfigured equipment set-up will not be located closer the residence than the current existing equipment.

C. Other public agencies whose approval is required:

PG&E would obtain all relevant permits for the project from federal, state, and local agencies. The table below lists the potential permits and approvals that are expected to be required for project construction.

Agency	Permit/Authorization	Jurisdiction/Purpose
State		
Central Coast Regional Water Quality Board	General Permit for Discharges of Storm Water Associated With Construction Activities	Stormwater discharges associated with construction activities disturbing 1 acre of land or more
California Public Utility Commission	Notice of Construction	Expansion of facility within PG&E-owned land
Local		
Monterey County	Coastal Development Permit/California Environmental Quality Act Compliance	New construction within a designated coastal zone
Monterey County	Grading Permit	Permit for grading activities at the project site
Monterey County	Building/Foundation Permit	Building/foundation permit for on-site structures with permanent foundations

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	☒

General Plan. The proposed project is subject to the policies and reviewed for consistency with the 1982 Monterey County General Plan, the North County Land Use Plan, and the Moss Landing Community Plan. Section IV.A discusses whether the project physically divides an established community; conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project; or conflicts with any applicable habitat conservation plan or natural community conservation plan. The project is consistent with the established land use zoning and designation for the area, complies with the General Policies 5.5.2 of the Moss Landing Community Plan (items 3 and 4). **CONSISTENT**

Water Quality Control Plan. Monterey County is included in the Central Coast Regional Water Quality Control Board – Region 3 (CCRWCB). The CCRWCB regulates the sources of water quality related problems. Because the proposed project would not increase on-site impervious

surfaces, nor include land uses that would introduce new sources of pollution, it is not expected to contribute runoff that would exceed the capacity of storm water drainage systems or provide substantial additional sources of polluted runoff. The proposed project would not result in water quality impacts or be inconsistent with objectives of this plan. The existing facility (Dynegy Moss Landing Power Plant) has been issued a Hazardous Water Operating Permit and is a permitted for the storage of hazardous liquids stored in surface impoundments. The existing facility permit was renewed in April of 2006 and will expire in April 2016. No additional permits are required to facilitate the upgrade and proposed project. **CONSISTENT**

Air Quality Management Plan

Consistency of direct emissions associated with equipment or process operations of a commercial, industrial or institutional facility subject to District permit authority is determined by assessing whether the emission source complies with all applicable District rules and regulations, including emission offset and emission control requirements and/or whether or not project emissions are accommodated in the AQMP. Emissions from sources not subject to District permit authority may be deemed consistent with the AQMP if such emissions are forecasted in the AQMP emission inventory. Dynegy Moss Landing LLC's permits for the electricity generating equipment – namely Boilers 6-1 & 7-1, and Gas Turbines 1A through 4A, restrict emissions both on a daily basis from each equipment as well as on a cumulative basis from all equipment each calendar quarter. There are no plans or proposals to increase these emission limits. **CONSISTENT**

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	☒ Geology/Soils
☒ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation

☒ Transportation/Traffic ☐ Utilities/Service Systems ☒ 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:

2. Agriculture and Forest Resources. The project site is zoned Heavy Industrial-Coastal "HI(CZ)" per the Monterey County Zoning Ordinance (Title 20). This designation allows for a variety of industrial and coastal-dependant commercial uses. The site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The portion of the site where the towers are located is currently grazed by cattle, and such activities will continue upon completion of construction activities. The project does not conflict with existing zoning for agricultural use, nor is a recorded Williamson Act contract in existence for this site. The project will not conflict with existing zoning, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. The project will not result in the loss of forest land or the conversion of forest land. And lastly, the project will not involve 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. (Project Description, Reference # 1, 6)

10. Land Use/Planning. The 5.2-acre substation expansion area is located immediately adjacent to the existing substation and Moss Landing Power Plant. The new substation equipment is either the same height or lower and will not create an increased physical or aesthetic barrier and replacement lattice towers and tubular steel poles (TSPs) will be in the same general area as the existing towers and TSPs; therefore the project does not divide an established community. The project site is zoned for heavy industrial uses and the substation is an allowed use with a Coastal Development Permit; therefore the project does not conflict with applicable land use plan, policy, or regulations of an agency with jurisdiction over the project. In addition, project is not subject to, or in conflict with any

habitat conservation plans because there are none applicable to the project site. (Project Description, Reference # 1, 3, 6)

11. Mineral Resources. The project site does not have any known significant mineral resources within or adjacent to the project that have noted value to the region or the residents of the state. (Project Description, Reference # 1, 9)

13. Population/Housing. The project does not affect population or housing. It does not destroy any housing or affect the population anticipated in the approved County General Plan. Construction of the project would not result in a temporary influx of workers to the area; no additional workforce housing would be required to operate the project; and people would not need to relocate as a result of construction or operation of the project. (Project Description, Reference # 1, 2, 6)

14. Public Services. There would be no increase in need for emergency services as a result of the project. Accessibility of the project by public agencies would remain as currently designed. Construction and operational activities would not impact trails, access, or recreational activities in the vicinity and the project would not result in a need for new parks. (Project Description; Reference # 1, 6)

15. Recreation. New commercial and/or residential development is not associated with the project. No increase in the use or impact to existing recreational facilities would result from the project construction or operations. The project does not create any additional need for recreation facilities nor does it disturb any existing facilities. (Project Description; Reference #1, 6)

17. Utilities/Service Systems. Portions of the 5.2 acre expansion area would be impervious due to the installation of the footings, foundation structures, and control buildings. The stormwater in the substation area would be collected into the existing system of drainage ditches and catch basins; no new storm drainage facilities or the expansion of existing facilities is required. The project would not involve the construction of new commercial or residential developments. No wastewater would be generated by the operation of the substation. (Project Description; Reference # 1, 6, 8)

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.

Signature — Date: 6/3/2011

David J. R. Mack — *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, 6, 10)	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: 1, 3, 6, 10)	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Source: 1, 3, 6, 10)	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: 1, 3, 6, 10)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
The North County Land Use Plan stresses that development permitted in scenic areas should be sited and designed to be visually compatible and subordinate to the natural setting, and that the least visually intrusive portion of parcels should be considered for the location of new structures. Structures should be located where existing topography and vegetation provide natural screening. Each of these considerations establishes a baseline analysis for considering potential effects to aesthetics for the proposed project.

Aesthetics 1(a, b, c) – Less Than Significant Impact.
The project is not located along a county-designated scenic highway or within or adjacent to a county-designated scenic corridor or vista. State Route 1, located to the west of the project site is an Eligible State Scenic Highway, though not officially designated as such. There are not scenic resources, such as trees, outcroppings, or historic building within the project area and no trees will be removed as a result of the construction related activities. There are limited views of the project site from SR-1. Visual simulations (**Exhibit 3**) prepared for the project show the overall visual change to the project site as a result of the substation expansion and lattice tower and tubular steel pole (TSP) reorientation would be minimal when viewed from Highway 1 and from Elkhorn Slough. North County Land Use Plan Policy 2.2.4.6 requires Elkhorn Slough to be designated a State Scenic Waterway and states that the visual character of the adjacent scenic corridor(s) shall be preserved. The project will not diminish views from the Slough (located to the north of the property) as shown the visual simulation. Therefore, the impact to scenic vistas, including Elkhorn Slough, would be less than significant.

Aesthetics 1(d) – No Impact.

New substation lighting will be provided as part of the project however, the lighting is not expected to cause substantial light or glare. The substation lights will normally be turned off and will only be used intermittently at night for security and safety reasons. The lights will be oriented downward to minimize glare onto surrounding property and habitat. Furthermore, there is existing lighting at the substation and new lighting will be similar in character to the existing lighting. Thus, there would be no new substantial light or glare impacts adversely affecting day or nighttime views and there would be no impact.

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, 2, 3, 6)	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Source: 1, 2, 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, 2, 3, 6)	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use? (Source: 1, 2, 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, 2, 3, 6)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See Sections II and IV.

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, 5, 10)	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 1, 5, 10)	☐	☐	☐	☒
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 1, 5, 10)	☐	☐	☒	☐
d) Result in significant construction-related air quality impacts? (Source: 1, 5, 10)	☐	☐	☒	☐
e) Expose sensitive receptors to substantial pollutant concentrations? (Source: 1, 5, 10)	☐	☐	☒	☐
f) Create objectionable odors affecting a substantial number of people? (Source: 1, 5, 10)	☐	☐	☐	☒

Discussion:

The project area is located within the North Central Coast Air Basin and is subject to the jurisdictional regulations of the Monterey Bay Unified Air Pollution Control District (MBUAPCD) and, to a lesser extent, the California Air Resources Board. It is anticipated that particulate matter (PM_{10}) would be the primary air pollutant resulting from project construction activities. The project would result in a significant air quality impact if direct emissions of more than 82 pounds/day (lbs/day) of PM_{10} were to occur. Because construction activities would occur over a 5-year period, would involve relatively small crews of up to eight people working 10-hour days, 4 days per week, and would involve limited construction equipment; the project is not anticipated to emit more than 82 lbs/day of PM_{10}.

Air Quality 3(a, c, d, e) – Less Than Significant Impact.

Construction of the project will not conflict with any applicable air quality plans as the emissions will be negligible when compared to the existing air quality levels and would be short-term in nature. In addition, construction activities will involve a relatively small amount of daily ground disturbance, which could contribute to an increase of fugitive dust in the project area. However,

the project area is limited in size and the project would be phased over 5 years; therefore, the amount of daily ground disturbance would also be limited.

The project will also not disturb more than 8.1 acres per day, the threshold established by the MBUAPCD above which the project could have a significant impact for PM_{10}. Disturbed areas would be watered or treated with an appropriate dust palliative; therefore, fugitive dust emissions would be limited and impacts from PM_{10} resulting from fugitive dust emissions are not anticipated. Once operational, the project will not create any air emissions beyond those associated with maintenance and repair of the project. Because operations and maintenance activities would not change after construction, there would be a less than significant impact.

The nearest schools to the project site are the North Monterey County Middle School and the North County High School, which are located approximately 3 miles southeast of the project. Because of the significant distance between the schools and the project site, it is not anticipated that the project would impact these sensitive receptors. There are three residences located approximately 200, 320, and 350 feet northwest of the project site, respectively. These sensitive receptors could be impacted by PM_{10} (dust) impacts during construction activities. However, the dust effects would be localized and limited because there would be a small amount of daily ground disturbance associated with the project over the phased 5-year construction term. Therefore, impacts would be less than significant.

Air Quality 3(b, f) – No Impact.
The project will not violate air quality standards nor contribute substantially to an existing or projected air quality violation. Operation of construction vehicles could generate airborne odors (i.e., diesel exhaust). Such emissions would be localized to the immediate area under construction and would be short in duration. In addition, the project area where ground disturbance would be concentrated (the expanded substation and the existing and proposed tower locations) is separated from the adjacent residences by a minimum of 200 feet. As a result, there would be no impact.

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, 3, 6, 7, 10)	☐	☐	☒	☐
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, 3, 6, 7, 10)	☐	☐	☐	☒

4. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Source: 1, 3, 6, 7, 10)	☐	☐	☐	☒
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, 3, 6, 7, 10)	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Source: 1, 3, 6, 7, 10)	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan? (Source: 1, 3, 6, 7, 10)	☐	☐	☐	☒

Discussion:

A biological report was prepared for the project by Insignia Environmental in November 2010. The report identifies that 15 sensitive plant species and 13 special-status wildlife species have been are documented and/or recorded to occur within 5 miles of the project area. Further discussion of the individual species is contained within the report. The reader is directed to Reference # 7 for additional information.

Biological Resources 4 (a) – Less Than Significant

Sensitive Plant Species

Only one special-status plant species has a moderate potential to occur within the project area—Choris' popcornflower. This species is considered to have a moderate potential to occur within the project area due to the project's proximity to a past occurrence of Choris' popcornflower, despite the presence of only poor habitat for the species in the project area. Thus, there is potential for some Choris' popcornflower individuals to be affected by the project, either through direct mortality due to the new permanent footprint of the substation, crushing by project vehicles and equipment, trampling by foot traffic, or disruption or destruction of the seed bank by excavation and construction activities. With the implementation of APM-BIO-01, which includes conducting a rare plant survey and avoidance of Choris' popcornflower individuals, impacts to sensitive plant species would be less-than-significant.

Sensitive Wildlife Species

Project activities may impact several special-status wildlife species as a result of potential mortality from construction activities and vehicle movement, as well as loss of upland habitat. To correctly analyze and anticipate potential impacts to affected species, the applicant conducted protocol level surveys during October 12, 2009 through March 13, 2010. The protocol level surveys were conducted in accordance with the United States Fish and Wildlife Servive (USFWS) and California Department of Fish and Game (CDFG) survey guidelines for the CTS, and agency-approved modifications to improve the likelihood of detecting the species were also incorporated. The approved modifications included opening pitfall traps when a 40 percent or greater chance of rain was forecasted; enclosing an estimated 98 percent of the study area with drift fencing (rather than 90 percent); and significantly expading the study area to include several areas of potential habitat north of the substation footprint that would not be affected by construction. The USFWS Ventura Field office also approved the modifications. Based upon the survey results, CTS received a "low potential" to occur within the project site, and further discussion related to CTS is not warranted for this project. Those species expected to be moderately or severly impacted are described in greater detail as follows.

Amphibians

One special-status amphibian species, California red-legged frog, has a moderate potential to occur in the project area. The project has the potential to impact this species by impacting marginal upland habitat. One California juvenile red-legged frog was discovered during the California tiger salamander surveys conducted at the project site. The Applicant Proposed Measures (APMs) include conducting pre-construction surveys, environmental training, the covering of excavations overnight or construction of escape ramps in excavations, and other relevant measures, were discussed and the U.S. Fish and Wildlife Service agreed to their implementation to avoid potential impacts to California red-legged frog during construction. Therefore, the impact would be less-than-significant.

Reptiles

Two special-status reptile species, silvery legless lizard and black legless lizard, have a moderate potential to occur within the work area. The project has the potential to impact these species through direct mortality during construction activities and the loss of marginal habitat for this species. Implementation of the APMs, which include conducting preconstruction surveys, environmental training, the covering of excavations overnight or construction of escape ramps in excavations, and other relevant measures, would reduce impacts to these species to less-than-significant.

Birds

Two special-status bird species, white-tailed kite and burrowing owl, have a high potential to occur within the project area. Only marginal nesting habitat (transmission towers and nearby trees) for white-tailed kite may be temporarily impacted by project activities. The potential of impacting this species as a result of project activities is very low. However, suitable nesting habitat for burrowing owl would be impacted by project activities, and a portion of the potential burrowing owl nesting habitat would be removed. The implementation of the APMs, which

include conducting protocol-level burrowing owl surveys as well as preconstruction surveys for all sensitive species, would reduce impacts to these species to less-than-significant.

Biological Resources 4 (b) – No Impact
No sensitive habitat communities, riparian areas, or Environmentally Sensitive Habitat Areas (ESHAs) are located within the project area. Several sensitive habitat communities, including northern coastal salt marsh, coastal brackish marsh, central dune scrub, coastal and valley freshwater marsh, and central maritime chaparral, are located within 5 miles of the project area. However, no impacts to any of these communities are anticipated as a result of the project.

Biological Resources 4 (c) – No Impact
No protected wetlands or tributaries leading to protected wetlands are located within the project area. Thus, no direct removal, filling, or hydrologic interruption to wetlands features is anticipated. As a result, there would be no impact as a result of the project.

Biological Resources 4 (d) – Less Than Significant
The project is not anticipated to interfere with wildlife movement. The existing Moss Landing Substation to the south, Moss Landing Harbor to the west, and Elkhorn Slough to the north are existing barriers to terrestrial wildlife. Thus, the project area is likely not an established migratory corridor for terrestrial species. In addition, no streams are located within the project area; thus, the project would not cause adverse impacts to migratory fish species. The project area could potentially be located along migratory routes for avian species. However, the project would result in structures and uses that are very similar to the existing structures and uses within the project area. Thus, impacts to wildlife corridors as a result of the project are anticipated to be less-than-significant.

Biological Resources 4 (e) – No Impact
The project is not known to conflict with any local policies. The Monterey County Code does not contain biological regulations that are applicable to this project. The Monterey County Local Coastal Plan (LCP) protects resources such as ESHAs, and no ESHAs or other resources protected by the Monterey County LCP are located within the project area. Thus, the project is in compliance with local policies and ordinances and there is no impact.

Biological Resources 4 (f) – No Impact
No habitat HCP, NCCP, or other local, regional, or state habitat conservation plans are known to have been developed for the project area. Thus, the project does not conflict with any habitat or natural community conservation plans and there is no impact.

Applicant Proposed Measures (APMs)
Implementation of the following APMs would reduce the potential project-related impacts to biological resources to a less-than-significant level:

APM-BIO-O1: Rare plant surveys would be conducted prior to the commencement of construction during the appropriate phenological period (March through June for Choris' popcornflower). If special-status plants are discovered in the project

area, they would be flagged for avoidance. If avoidance is not feasible, PG&E would consult with the appropriate agencies.

APM-BIO-02: A qualified biologist would conduct a protocol-level survey for burrowing owl prior to the commencement of construction. The survey buffers and on-site mitigation in the event that burrowing owl individuals are discovered within or near the project area would be implemented in accordance with the Burrowing Owl Consortium's Survey Protocol and Mitigation Guidelines. If an occupied burrow is discovered within or in close proximity to the work area, then a qualified biologist would identify any additional measures necessary to prevent negative impacts to the burrowing owl, which could potentially include the establishment of an appropriate exclusion zone around the burrow and/or biological monitoring.

APM-BIO-03: When construction activities would occur within the tower yard, a qualified biologist would conduct nesting raptor surveys of the eucalyptus grove along the northern portion of the project area during nesting season (February through August). Surveys would be conducted a maximum of 7 days prior to the start of construction. If a nest is identified, a 250-foot exclusionary buffer zone would be observed around the nest tree until the young have fledged. If no construction activities occur within the tower yard over a 60 day period during the nesting season, the surveys will need to be performed again prior to the recommencement of construction in that area.

APM-BIO-04: For ground-disturbing construction activities occurring between October and April, a qualified biologist would conduct a survey for potentially dispersing juvenile California red-legged frogs in areas where they may occur. The surveys would be performed if there is greater than a 70 percent chance of rain based on National Oceanic and Atmospheric Administration's National Weather Service forecast or within 48 hours following a rain event of greater than 0.25 inches, unless approved by the PG&E biologist. The survey would be conducted along the southeastern portion of the project site, prior to the start of construction activities. If a frog is discovered, the PG&E biologist and appropriate agencies would be notified immediately. The frog would be monitored by the qualified biologist and allowed to leave the site. No construction activities would occur within 100 feet of a frog, until it has been confirmed that the frog is out of the project area.

APM-BIO-05: A qualified biologist would conduct an environmental training for all crewmembers prior to the commencement of construction. The training would describe sensitive species that could occur on site, as well as avoidance and minimization measures. Crewmembers would be informed about the potential presence of species, their habitats, and the penalties associated with unlawful take of species or destruction of habitat.

APM-BIO-06: A qualified biologist would conduct a pre-construction survey for special-status wildlife species a maximum of 3 days prior to the commencement of construction activities.

APM-BIO-07: If a special-status wildlife species are identified during pre-construction surveys, appropriate agencies would be contacted and a qualified biologist would be present on site during all ground-disturbing and vegetation-removal activities until the biologist determines that construction activities would not impact the observed species.

APM-BIO-08: The boundary of all work areas would be staked in order to delineate the extent of work impacts and to ensure that crews avoid impacts to potential resources.

APM-BIO-09: If special-status wildlife species are found on site, crews would immediately stop work and contact the PG&E biologist.

APM-BIO-10: Open excavations would be covered overnight, or an escape ramp would be constructed within the excavation. If a trapped animal is discovered, the animal would be allowed to escape, or a qualified biologist would assist in moving the animal.

APM-BIO-11: Personnel would inspect the project area for wildlife before moving materials.

APM-BIO-12: Work crews would maintain a clean work area, including removing all food trash from the site daily, to prevent attracting wildlife to the work areas.

APM-BIO-13: Refueling of all vehicles and construction equipment would be conducted on paved surfaces or within secondary containment, and any spills would be cleaned up immediately. Appropriate Best Management Practices (BMPs) would be implemented for handling and storing fuel, oil, and hazardous wastes.

APM-BIO-14: If work at night (between 0.5 hour before sunset and 0.5 hour after sunrise) is necessary, the crews would consult with the PG&E biologist prior to proceeding.

APM-BIO-15: After the completion of construction activities, any temporary fill and construction debris would be removed and, wherever feasible, temporarily disturbed areas would be restored to pre-project conditions.

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 as defined in 15064.5? (Source: 1, 2, 3, 6, 10, 11)	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? (Source: 1, 2, 3, 6, 10, 11)	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Source: 1, 2, 3, 6, 10, 11)	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries? (Source: 1, 2, 3, 6, 10, 11)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:
Three prehistoric archaeological sites are located near the project site. Each of the three archaeological sites is a significant historical resource according to the CEQA. CA-MNT-229 contains historic resources such as shell midden, flaked stone, ground stone, bone tools, shell ornaments, and animal remains and is listed on the National Register of Historic Places. CA-MNT-277/278 contains large quantities of marine shell, chert, agate, lithics, and quartzite artifacts. CA-MNT-277/278 has not been evaluated previously for inclusion in either the California or National Register, but it is considered to be significant under California Register Criterion 4 and eligible for listing on the California Register of Historic Resources (CRHR).

Cultural Resources 5 (a) - Less Than Significant
CA-MNT-229 is located to the west of the project site, it would not be impacted during construction. CA-MNT-277/278 could possibly be impacted as a result of the project. However, with the implementation of APM-CUL-01, which would entail strictly adhering to established work area boundaries, and APM-CUL-02, which would include designating the significant portions of CA-MNT-277/278 as an Environmentally Sensitive Area (ESA), impacts would be reduced to less-than-significant levels. In addition, PG&E would implement monitoring, as discussed in APM-CUL-03. Furthermore, APM-CUL-04 would include contacting an archaeologist or paleontologist if historical resources were encountered, and halting work to allow for the recovery of sensitive resources. With the implementation of these APMs, impacts to CA-MNT-277/278 would be less than significant.

Cultural Resources 5 (b) – Less Than Significant
As discussed above, CA-MNT-229 will not be affected by the project. However, CA-MNT-277/278 is a significant archaeological resource that has the potential to provide new information on local and regional prehistory. Potential impacts to CA-MNT-277/278 would include the removal or destruction of intact archaeological deposits within the work area caused by grading

or site preparation, vegetation removal, use of access roads, tower removal or construction, or any other such project related activities that might disturb intact archaeological remains.
As currently designed, the project's work area would exclude the portion of CA-MNT-277/278 that contains the significant qualities of the site. Strict adherence to the established work area boundaries and the use of protective buffer zones as discussed in APM-CUL-01 and APM-CUL-02, along with implementation of APM-CUL-03, which would include monitoring by an archaeologist and a Native American tribal representative, would reduce impacts to CA-MNT-277/278 to a less-than-significant level.

Cultural Resources 5 (c) – No Impact
No significant fossil resources have been reported within a 10-mile-radius of the project site. Because of the geologic origin of the marine terrace and the project site, and its cover of dune sand, it is highly unlikely that significant fossils exist. Based on the area's geologic origin and the relatively minor extent of excavation that would be required by the project, the project site has been assigned a Class 2: Low paleontological sensitivity, based on the Federal Potential Fossil Yield Classification system. The planned excavation depths of the project during construction and operation would most likely not penetrate below the marine terrace and dune deposits. However, if fossils were encountered during construction, PG&E would implement APM-CUL-04, which includes ceasing construction until a qualified paleontologist can examine the site and make recommendations as how to best preserve or remove the fossils.

Cultural Resources 5 (d) – Less Than Significant
As discussed above, CA-MNT-229 will not be affected by the project. However, human remains were found in CA-MNT-277/278, which could potentially be disturbed by project activities. Should additional human remains be encountered, State Health and Safety Code Section 7050.5 would require that no further disturbance occur within at least 100 feet of the human remains or in areas reasonably assumed to overlie burials until the county coroner determined that no investigation of the cause of death was required, pursuant to Section 5097.98 of the Public Resources Code (PRC). If the remains were determined to be of Native American descent, the coroner would have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC then would contact the most likely descendent (MLD) of the deceased Native American, who also would have 48 hours to respond. The MLD of the deceased could then make recommendations to the landowner or the person responsible for the excavation work, and suggest a reasonable manner of treating or disposing of the deceased, pursuant to Section 5097.8 of the PRC.

To reduce potential impacts to CA-MNT-277/278, PG&E would implement APM-CUL-01, APM-CUL-02, and APM-CUL-03 in the vicinity of CA-MNT-277/278. Furthermore, if human remains were found, APM-CUL-04 would be implemented, which would include stopping all work until an archaeologist, paleontologist, or Native American tribal representative could examine the find and make recommendations. Therefore, with the implementation of these APMs, impacts would be less than significant.

Applicant Proposed Measures (APMs)

Implementation of the following APMs would reduce the potential project-related impacts to cultural resources to a less-than-significant level:

APM-CUL-01: As designed, the project's work area will exclude the portion of CA-MNT-277/278 in which the significant qualities of the site have been found. To protect the historical resources found in the intact portions of CA-MNT-277/278 and reduce the impacts of the project to less-than-significant levels, PG&E would strictly adhere to the established work area boundaries.

APM-CUL-02: The area east of the work area would be designated as an ESA and avoided during construction. Protective fencing or other markers would be erected and maintained to protect the ESA from inadvertent trespass for the duration of construction in the vicinity. Construction personnel and equipment would be instructed on how to avoid the ESA, which would not be identified specifically as an archaeological site. A monitoring program would be developed and implemented by PG&E to ensure the effectiveness of the ESA.

APM-CUL-03: A qualified archaeologist and a Native American tribal representative would monitor all subsurface construction disturbances in the work area.

APM-CUL-04: If construction exposed historical, paleontological, or archaeological features or other remains in greater quantity and variety than currently anticipated, then work in the vicinity would be halted temporarily while the archaeologist, Principal Paleontologist, or Native American tribal representative and PG&E's representative examined the find and made recommendations. These materials would include, but would not be limited to, shell midden, lithics, human and animal remains, funerary artifacts, flaked and ground stone, and bone tools. Additional testing and/or data recovery excavation of the deposit might be required upon discovery.

6. GEOLOGY AND SOILS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Source: 1, 2, 9, 10) Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking? (Source: 1, 2, 9, 10)	☐	☐	☐	☒

6. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction? (Source: 1, 2, 9, 10)	☐	☐	☐	☒
iv) Landslides? (Source: 1, 2, 9, 10)	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil? (Source: 1, 2, 9, 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, 2, 9, 10)	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Source: 1, 2, 9, 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, 2, 9, 10)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

The ground surface within the project area is relatively flat. The project area elevation is approximately 30 feet above mean sea level. The Elkhorn Slough channel area and the low lying zones surrounding the slough contain soils of unconsolidated plastic clay and silty clay containing organic material and thin layers of silt and silty sand. These types of soils tend to have relatively low susceptibility to flooding and liquefaction. The eastern portion of the project area is underlain by older coastal dunes, which are weakly consolidated sand deposits with poorly or medially developed soil profiles. The upper 35 feet of subsurface materials at the project site consist primarily of sands and silty sands with thin layers of clayey silts and lean clay. Below 35 feet, subsurface materials consist primarily of sands, and in one geotechnical boring location, a layer of firm fat clay was encountered at a depth of 45 feet. The clay layers encountered during the investigation generally exhibited low plasticity.

The site is not located within an Earthquake Fault Zone, in accordance with the Alquist-Priolo Earthquake Fault Zone Act of 1972. The nearest Type A fault is the San Andreas (Pajaro) Fault, located approximately 11 miles northeast of the site. The San Andreas Fault is capable of producing a maximum moment magnitude event of a magnitude of 7.9, which would be expected to cause strong ground shaking at the project site. Strong ground shaking can also be expected from moderate to major earthquakes generated on other faults in the region such as the Rinconada Fault (approximately 8 miles from the project site), the Zayante-Vergeles Fault (approximately 9 miles from the project site), and the Monterey Bay-Tularcitos Fault

(approximately 11 miles from the project site). Because of the distance between the project and mapped faults, the potential for fault-related surface rupture at the project site is low.

Geology and Soils 6 (a.i – a.iv) – No Impact
The project site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest significant fault is the Rinconada Fault, located 8 miles from the project site. There are no known active or potentially active faults that cross the project site. No evidence of active faulting is visible on the site. Although seismic events are possible within the region, the substation will be engineered to withstand ground movement. The project area has a low potential for liquefaction and no accounts of historical liquefaction have been reported. The potential for lateral movement is negligible. Additionally, the project site is flat and there are no potential locations where landslides would occur. Once constructed the substation would be unmanned during regular operations; therefore the project will not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known fault, strong seismic ground shaking, ground failure, liquefaction, or landslides.

Geology and Soils 6 (b) – Less Than Significant
Site grading would be conducted to prepare foundations. Grading would expose soil to erosion by removing the vegetative cover and compromising the soil structure. Rain and wind may potentially further detach soil particles and transport them off site. The site was evaluated to have moderate potential for soil erosion. With the implementation of the project's Stormwater Pollution Prevention Plan (SWPPP) and PG&E standard Water Quality Construction BMPs, soil erosion would be minimized and the impact would be reduced to less-than-significant level.

Geology and Soils 6 (c) – Less Than Significant
As discussed above in 6(a), the project site area has a low-potential for liquefaction. The main geotechnical concern is the potential for caving during excavations for the construction of drilled piers and during excavation activities. However, the project would implement the construction practices recommended in the geotechnical report prepared for the project site—including reinforcing excavations and having a geotechnical representative present to observe drilled holes, as described in APM-GEO-01—thus reducing impacts to a less-than-significant level.

Where trenches or other excavations are extended deeper than 5 feet, the excavation may become unstable and potentially prone to collapse. However, APM-GEO-01 would be implemented requiring that the recommendations contained within the Geotechnical Investigation be incorporated into the project, including the recommendation that excavations be evaluated to ensure stability prior to entry by personnel. Additionally, AMP-GEO-01 would require that trenches conform to the current Occupational Safety and Health Act requirements for work safety. With the implementation of APM-GEO-01, impacts due to soil instability would be reduced to a less-than-significant level.

Geology and Soils 6 (d) – No Impact
The near-surface soils encountered in the project area were found to be generally non-expansive. Soil expansion was found to have a low-potential for occurrence in the project vicinity. Therefore, impacts associated with soil expansion would be less than significant.

Geology and Soils 6 (e) – No Impact
Soil permeability would be a consideration for projects that require septic system installation. Because the project would not involve the installation of a septic tank or alternative wastewater disposals system, no impact would occur.

Applicant Proposed Measures (APMs)
Implementation of the following APMs would reduce the potential project-related impacts to cultural resources to a less-than-significant level:

APM-GEO-01: PG&E would implement the recommendations and findings of the Geotechnical Investigation prepared by Kleinfelder in the final design of project components to ensure that the potential for caving soil at excavation locations is compensated for in the final design and construction techniques. PG&E would comply with all applicable codes and seismic standards. In addition, the project would be configured according to the IEEE 693 "Recommended Practices for Seismic Design of Substations" in order to withstand anticipated ground motion. The final design would be reviewed and approved by a Professional Engineer registered in the State of California prior to construction.

7. 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, 5, 10)	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source: 1, 5, 10)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Greenhouse Gas Emissions 7 (a) – Less Than Significant
The Office of Planning and Research (OPR) is the state-wide, comprehensive planning agency that is responsible for making policy recommendations and coordinating land use planning efforts. The OPR also coordinates the state-level review of environmental documents pursuant to the CEQA. Currently, the OPR's stance on greenhouse gases (GHG) significance thresholds has been to allow each lead agency to determine their own level of significance. At this time, the MBUAPCD has not finalized specific GHG thresholds of significance. On October 24, 2008, the California Air Resources Board (CARB) released their interim CEQA significance thresholds for GHG impacts dictating that a project would be considered less than significant if it meets minimum performance standards during construction and if the project, with mitigation, would

emit no more than approximately 7,000 million metric tons of carbon dioxide per year during operation.

The primary source of criteria air pollutant and GHG emissions would stem from the use of heavy equipment, including crew trucks, bull dozers, and cranes. However, heavy equipment use is anticipated to be intermittent and limited to demolition, site preparation, and some construction activities. Further, the project involves a relatively long-term construction duration—approximately 5 years—during which time the two crews of up to eight people would work 4 days per week. Pollutant emissions resulting from heavy equipment use during construction are not anticipated to exceed significance thresholds established by the CARB for GHG because the duration of use is expected to be very limited. As a result, the impact would be less than significant.

Sulfur hexafluoride (SF_6) in transformers and circuit breakers poses a GHG concern because of its extremely high global warming potential. SF_6 is present in the existing substation equipment and will be present in the new substation equipment. However, older equipment has been found to have a higher rate of SF_6 leakage, while newer equipment is often guaranteed minimal to zero leak rates by equipment manufacturers. Additionally, PG&E currently has an SF_6 monitoring plan for the substation, which includes carefully measuring the level of SF_6 in equipment, identifying and repairing or replacing leaky equipment in a timely fashion, and training employees on the effects of SF_6. This plan will continue to be implemented by PG&E as part of the proposed project. Thus, the project will result in a reduced overall potential for SF_6 emissions and a less than significant impact.

Greenhouse Gas Emissions 7 (b) – No Impact
As described previously, the project's construction and operation emissions are below the applicable GHG significance thresholds established by CARB and the MBUAPCD has no established GHG thresholds. The project would not conflict with any local or state GHG plans or goals. Therefore, there would be no impact.

8. 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, 10)	☐	☐	☒	☐
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, 10)	☐	☐	☒	☐

8. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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, 2, 3, 6, 10)	☐	☐	☐	☒
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, 10)	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Source: 1, 2, 3, 6, 10)	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Source: 1, 2, 3, 6, 10)	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source: 1, 2, 3, 10)	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Source: 1, 2, 3, 6, 10)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

According to the California Department of Toxic Substances Control (DTSC) List (Cortese List); State Water Resources Control Board (SWRCB) Geotracker database, Superfund Sites list; and Internet searches of federal, state, and local hazardous materials databases, two sites with past or current hazardous materials cases were identified within 0.25 mile of the project. One of the two sites identified—Dynegy Moss Landing Power Plant—is located directly adjacent to southern boundary of the project and is identified on the DTSC Cortese List and on the SWRCB Geotracker database. The Dynegy Moss Landing Power Plant has been issued a Hazardous Waste Operating Permit and is a permitted Resource Conservation and Recovery Act facility for the storage of hazardous liquids stored in surface impoundments. The majority of the hazardous waste that was stored in these surface impoundments was generated from boiler cleanings within the facility power buildings. The surface impoundments have triple liner leachate collection and detection systems. Since the construction of the detection systems there has been no leaks

detected beyond the first liner. The facility permit was renewed on April 6, 2006 and will expire on April 6, 2016. This site is also listed in the SWRCB Geotracker database as a Cleanup Program Site. As of November 17, 2005 the remediation phase for the site was complete and a monitoring/sampling program is currently in progress to confirm successful completion of cleanup at the site.

The second site—the Former National Refractories—is located directly south of the project site across Dolan Road. The site is listed in the SWRCB Geotracker database as a Cleanup Program Site. This site was previously used as a refractory materials manufacturer and contains several onsite landfills, and had historic releases resulting in chromium 6, metals, solvents and fuels in the groundwater. As of January 1, 2005 the site has had an open site assessment cleanup status. Currently, site characterization, investigation, risk evaluation, and/or site conceptual model development are occurring at the site.

Hazards and Hazardous Materials 8 (a) – Less Than Significant

Use of hazardous materials during construction may pose potential health and safety hazards to construction workers, nearby residents, and the environment surrounding the project. Potential impacts from the use of hazardous materials are generally associated with spills or other unauthorized releases during demolition; ground clearing; steel pole erection, including foundation excavation and construction; trenching, and conductor pulling, splicing, and tensioning that would occur during the installation of new lattice towers and TSPs, as well as the expansion of the Moss Landing Substation and reconfiguration of the transformer banks. Other potential impacts involving the use of hazardous materials are associated with temporary storage sites, transportation to worksites, and refueling and servicing of equipment. Because the Moss Landing Substation is an existing facility and project activities would involve small volumes of materials, impacts would be less than significant. Use of PG&E's existing Spill Prevention and Control and Countermeasure (SPCC) Plan, which includes information regarding proper storage, handling, and disposal of hazardous materials, is required by the Clean Water Act. In addition, PG&E would conduct a worker training prior to construction. With the implementation of the required SPCC Plan and the worker training, potential impacts associated with the transport, use, and disposal of hazardous materials would be less than significant.

As part of the substation expansion, the single-phase transformer banks would be replaced with new three-phase banks and the existing oil-filled circuit breakers would be replaced with gas circuit breakers, which would reduce the total amount of mineral oil required for the Moss Landing Substation. One new retention basin would be installed and the existing retention basin at the substation would be modified. However, the potential still exists for a transformer to leak mineral oil due to age, major natural events, or collisions from operation and maintenance equipment. Storage and use of hazardous materials, including mineral oil, in amounts exceeding 1,320 gallons is regulated under the CWA. PG&E would use their existing SPCC Plan to comply with CWA requirements. With the installation of the oil-retention basins and implementation of a SPCC Plan, the potential impact would be less than significant.

Hazards and Hazardous Materials 8 (b) – Less Than Significant

The project would include the demolition of the existing Moss Landing Substation and the removal of all existing equipment. Fuel residues, such as gasoline, diesel, and mineral oil may exist at the substation site and could be encountered in the soil during the dismantling of the substation and/or associated ground-disturbing activities. Therefore, the demolition of the substation poses a potential risk of releasing existing hazardous substances and exposing people to potential health hazards. Implementation of APM-HAZ-01 and APM-HAZ-02, including conducting a Phase I and Phase II assessment for hazardous materials at the Moss Landing Substation, would reduce the impact to a less-than-significant level.

Hazards and Hazardous Materials 8 (c, e, f, and g) – No Impact
The project would not be located within 0.25 mile of an existing or proposed school location; is not in close proximity to a public airport or private airstrip; and will not be constructed within public roadways, therefore no impact would occur.

Hazards and Hazardous Materials 8 (d) – Less Than Significant
The project is not located on a hazardous materials site; however, the Moss Landing Power Plant is located directly adjacent to southern boundary of the project site. This site is located on both the Cortese List and the Geotracker database for the storage of hazardous liquids in surface impoundments. As mentioned above, the power plant has been issued a Hazardous Waste Operating Permit and is a permitted facility for the storage of hazardous liquids stored in surface impoundments.

APM-HAZ-01, which includes performing a Phase I and Phase II ESA, would identify any known contamination and source (e.g. the Moss Landing Power Plant or the demolished Moss Landing Substation). With the implementation of APM-HAZ-01, impacts would be less than significant.

Hazards and Hazardous Materials 8 (h) – Less Than Significant
The project is located in an area of low fire potential. However, heat or sparks from vehicles or equipment have the potential to ignite dry vegetation and cause a fire. In general, project activities would be largely confined to non-vegetated areas, including cleared access roads and work pads. Therefore, the potential to start a fire from these activities would be less than significant.

Applicant Proposed Measures (APMs)
Implementation of the following APMs would reduce the potential project-related impacts to cultural resources to a less-than-significant level:

APM-HAZ-01: A Phase I and Phase II ESA would be conducted on the existing Moss Landing Substation parcel to determine if there is any surface or subsurface contamination. If contamination is found to be present, remediation would occur in accordance with recommendations of the Phase II ESA and all applicable federal, state, and local regulations.

APM-HAZ-02: During the Moss Landing Substation demolition process, the existing equipment to be removed would be tested in accordance with federal, state, and local standards to determine appropriate recycle, reuse, or disposal alternatives.

9. 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? (Source: 1, 6, 8, 10)	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Source: 1, 6, 8, 10)	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 1, 6, 8, 10)	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 1, 6, 8, 10)	☐	☐	☐	☒
e) 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, 8, 10)	☐	☐	☐	☒
f) Otherwise substantially degrade water quality? (Source: 1, 6, 8, 10)	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source: 1, 6, 8, 10)	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Source: 1, 6, 8, 10)	☐	☐	☐	☒

9. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Source: 1, 6, 8, 10)	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow? (Source: 1, 6, 8, 10)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Hydrology and Water Quality 9 (a) – Less Than Significant
Construction of the project would not fill or permanently impact any drainages or wetlands that may fall under the jurisdiction of the U.S. Army Corp of Engineers, Central Coast Regional Water Quality Control Board (RWQCB), or CDFG. Because the project is greater than 1 acre in size, PG&E would be required to comply with the General Permit Discharges of Storm Water (Order No. 2009-0009-DWQ) and submit Permit Registration Documents, including a SWPPP, to the SWRCB. The SWPPP would include measures to avoid and minimize impacts to water quality and would be implemented during project construction. The SWPPP would provide BMPs to contain hazardous materials and prevent off-site sedimentation. Furthermore, with implementation of the SWPPP, construction of the project would not contribute to the pollutant load for 303(d)-listed water resources located within the vicinity of the project—including Elkhorn Slough, Moro Cojo Slough, and Moss Landing Harbor. Therefore, no violation of water quality standards or waste discharge requirements is anticipated. As a result, impacts would be less than significant.

Hydrology and Water Quality 9 (b) – Less Than Significant
An existing well would be used as the primary source of water during construction of the project. Approximately 6,000 gallons of water would normally be required daily for dust control during construction, and up to 15,000 gallons per day would be required during grading and foundation construction. Water would be obtained from the shared PG&E and Dynegy well. Because construction activities requiring water would be limited and short term, and water needs would be fairly sporadic during the 5-year construction term, the project is not anticipated to result in a net deficit in the aquifer volume or result in a significant lowering of the groundwater table. Thus, the impact is less than significant.

Hydrology and Water Quality 9 (c, d, e) – No Impact
The 5.2 acres to be added to the substation would be recontoured in a way to utilize the existing drainage and retention basin system within the existing substation and power plant. This will prevent run-off from within the substation from causing on-site or off-site erosion or siltation. It

has been determined that the existing retention system has capacity to accommodate additional on-site stormwater.

In addition, work areas located outside of the final substation fence line are in flat areas with no rivers, streams, or other drainages; thus, there is limited potential for run-off to accumulate or cause on-site or off-site erosion or siltation or cause flooding within temporary work areas.

Following the completion of the project, these areas will be revegetated with the surrounding grassland habitat, which would help to further minimize siltation or erosion. Because the project would not significantly alter the drainage pattern of any drainages, rivers, or streams, or result in on-site or off-site erosion or siltation, no impacts are anticipated.

Hydrology and Water Quality 9 (f) – No Impact
No potential sources of water degradation have been identified with the exception of those discussed above.

Hydrology and Water Quality 9 (g, h) – No Impact
The project area is not located within a 100-year flood zone, though 100-year flood zones exist west and north of the project along Elkhorn Slough and Moss Landing. Because no structures, including housing, are being constructed within a flood zone, no impacts are anticipated as a result of the project.

Hydrology and Water Quality 9 (i, j) – No Impact
No existing flood-control devices are present within the project area. The project would not generate circumstances that would increase the potential for loss or injury due to flooding. As a result, no impacts are anticipated. Because the project is located in a relatively flat area and no major grading or other activities that could undermine the stability of the area, the project would have no impact on the possibility of inundation resulting from seiche, tsunami, or mudflow.

10. 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, 6, 10)	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Source: 1, 2, 3, 6, 10)	☐	☐	☐	☒

10. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Source: 1, 2, 3, 6, 10)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See Sections II and IV.

11. 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, 9)	☐	☐	☐	☒
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, 9)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See Sections II and IV.

12. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1, 2, 3, 6, 10)	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Source: 1, 2, 3, 6, 9, 10)	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: 1, 2, 3, 6, 10)	☐	☐	☐	☒

12. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: 1, 2, 3, 6, 10)	☐	☐	☒	☐
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 expose people residing or working in the project area to excessive noise levels? (Source: 1, 2, 3, 6, 10)	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Source: 1, 2, 3, 6, 10)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Noise 12 (a) – No Impact

The 1982 General Plan stipulates that the normally acceptable noise range for industrial areas is from 50 to 70 A-weighted decibels (dBA-L_{dn}) and the conditionally acceptable noise level ranges from 70 to 75 dBA-L_{dn}.. Title 10, Section 10.60.030 of the Monterey County Code states: "No person shall, within the unincorporated limits of the County of Monterey, operate any machine, mechanism, device, or contrivance which produces a noise level exceeding eighty-five (85) dBA measured fifty (50) feet there from."

The nearest residences to the project are located near Highway 1, approximately 200, 320, and 350 feet northwest of the project site, respectively. Construction activities would not usually occur during the evening hours or on Sundays or holidays; therefore, the project would be in compliance with the Noise Element of the Monterey County General Plan. The major noise generating equipment to be used at the project site and typical noise levels for the equipment is shown in Table 2-6 below. The construction noise levels will be below the 85 dBA noise limit established within the Monterey County Code. Because construction of the project would be conducted in compliance with local noise regulations impacts would less than significant.

Table 2-6: Noise Levels of Typical Construction Equipment

Equipment	Range of Noise Level (dBA) at 50 feet
Backhoe	78–80
Trucks	55-75
Crane	81-85

Scraper	84-85
Compactor	80-83
Loader	79-80
Paver	77-85
Roller	80-85
Drill rig	79-84
Dump Truck	76-84
Concrete Truck	79-85
Compactor	80-83

Source: U.S. Department of Transportation (DOT), 2010

Noise 12 (b) – Less Than Significant
There are three residences, the nearest of which is located approximately 200 feet from the project area, however no major vibration-inducing activities, such as pile driving or blasting, would be conducted during construction of the project. Some equipment may cause minor groundborne vibrations and groundborne noise; however, this equipment would be used intermittently throughout the 5-year duration of construction. It is unlikely that groundborne noise or vibration from the project area would not be detected by the general public due to the project's location near Highway 1 and distance from recreational areas within the Elkhorn Slough. Therefore, due to the temporary and intermittent nature of project construction, the project's distance from residences and recreation areas, impacts due to groundborne vibration or noise would be less than significant.

Noise 12 (c) – No Impact
This project would not result in any substantial permanent increases in ambient noise levels in the area. Operation and maintenance activities associated with the project would be conducted similarly to those currently performed for the existing Moss Landing Substation. Therefore, impacts would be short-term and temporary and no permanent impacts would occur.

Noise 12 (d) – Less Than Significant
Construction of the project would result in temporary increases in noise levels in the immediate vicinity as a result of the use of construction equipment. Equipment used to construct the project may include pickup trucks, cranes, and backhoes. Although construction would occur primarily during daylight hours, short and sporadic periods of night or weekend construction may occur. This noise would be concentrated in short periods of activity over the 5-year period and would occur predominately during the day. Therefore, the project will not cause a substantial increase in ambient noise levels. Due to these factors, temporary impacts would be less than significant.

Noise 12 (e, f) – No Impact
The project site is not within the vicinity of an airport land use plan, public airport, or public use airport. The nearest public airport, Marina Municipal Airport, is located 9 miles away from the

project site. The nearest private airstrip is approximately 8 miles to the north. Therefore, no impacts will occur.

13. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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, 10)	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Source: 1, 2, 3, 6, 10)	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Source: 1, 2, 3, 6, 10)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See Sections II and IV.

14. 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, 2, 6)	☐	☐	☐	☒
b) Police protection? (Source: 1, 2, 6)	☐	☐	☐	☒
c) Schools? (Source: 1, 2, 6)	☐	☐	☐	☒
d) Parks? (Source: 1, 2, 6)	☐	☐	☐	☒
e) Other public facilities? (Source:1, 2, 6)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See Sections II and IV.

15. 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: 1, 2, 6)	☐	☐	☐	☒
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: 1, 2, 6)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See Sections II and IV.

16. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Source: 1, 2, 6, 10)	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Source: 1, 2, 6, 10)	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Source: 1, 2, 6, 10)	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Source: 1, 2, 6, 10)	☐	☐	☐	☒

16. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access? (Source: 1, 2, 6, 10)	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Source: 1, 2, 6, 10)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Transportation and Traffic 16 (a) – Less Than Significant
The project would not conflict with any general plans, transportation plans, or municipal codes for Monterey County. The project site is located adjacent to Highway 1 and minimal added traffic would be added to the Dolan Road and Highway 1 intersection. This intersection currently operates at a failed Level of Service (LOS) during peak hours of traffic; therefore additional trips through this intersection would be considered a significant impact. The project would be staggered over a 5-year period and construction traffic would be spread over that length of time. In addition, the project will be conditioned to prohibit additional construction related peak hour trips; requiring all delivery and construction related traffic to utilize the non-peak hours. The construction crew would only consist of two crews of up to eight people working 10-hour days, four days per week. Therefore, the number of truck and car trips to the project site each day would be minimal. Furthermore, operation and maintenance activities associated with the project would be conducted similarly to those currently performed for the existing Moss Landing Substation, which do not conflict with transportation policies or plans. Therefore, impacts would be less than significant.

Transportation and Traffic 16 (b) – Less Than Significant
Project-related traffic would be minimal and only result in a slight increase in the existing daily traffic on Highway 1. In addition, this increase in traffic would be temporary and short-term. The project would not conflict with any congestion management programs. It is anticipated that construction of the entire project would take approximately 5 years to complete and that there would be approximately 15 personnel on site during peak construction times. The majority of the work would be conducted by two crews of up to eight people working 10-hour days, four days per week. Due to the small size of the crew, traffic associated with construction would be minimal. In addition, no substantial change to operation and maintenance procedures would occur as a result of the project. Therefore, impacts to traffic congestion would be less than significant.

Transportation and Traffic 16 (c) -

No helicopters or other forms of air transportation would be used during construction or operation and maintenance of the project. Therefore, there would be no impact to air traffic patterns or levels.

Transportation and Traffic 16 (d) -
During construction, temporary access for equipment and vehicles would be provided via Dolan Road and Highway 1. Construction vehicles and equipment would utilize existing roadways within the PG&E-owned property. No public roads would be modified during the construction of the project. All temporary access roads would be constructed and utilized consistent with PG&E standards and would be restored to pre-construction conditions following completion of the project. As a result, no design features or incompatible uses would result and no impact would occur.

Transportation and Traffic 16 (e) -
The main entrance to the Moss Landing Substation is located on Dolan Road. This entrance would be used by employees, contractors, and visitors under normal operation and maintenance activities. The entrance on Highway 1 is reserved for emergencies and exiting purposes at specific times. Therefore, emergency access would not be impacted during construction because streets and entrances would remain open to emergency vehicles at all times throughout construction. The increase in traffic would be insignificant and would not impede or significantly delay emergency vehicles. In addition, the operation and maintenance of the project would not result in any additional traffic over current conditions or any road closures. Therefore, no impact to emergency vehicle access would occur.

Transportation and Traffic 16 (f) -
The project is not located near any public transit facilities. Because no public roads would be modified or affected during the construction of the project, bicycle or pedestrian facilities would not experience a decrease in performance or safety. The project would not affect any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Therefore, no impact would occur.

17. UTILITIES AND SERVICE SYSTEMS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Source: 1, 8, 10)	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Source: 1, 8, 10)	☐	☐	☐	☒

17. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Source: 1, 8, 10)	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Source: 1, 10)	☐	☐	☐	☒
e) 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, 10)	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Source: 1, 10)	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste? (Source: 1, 10)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
See Sections II and IV.

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) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Source: 1, 2, 3, 5, 6, 7, 8, 9, 10, 11)	☐	☐	☒	☐
b) Have impacts that are individually limited, but cumulatively considerable? (Source: 1, 2, 3, 5, 6, 7, 8, 9, 10, 11) ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Source: 1, 2, 3, 5, 6, 7, 8, 9, 10, 11)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Mandatory Findings of Significance (a) – Less Than Significant
As discussed in the Biological Resources section, construction of this project has the potential to adversely affect several sensitive plant and animal species that have moderate or high potential to occur within the project area. However, such activities would be temporary and short-term. There is no USFWS-designated critical habitat located within the project area. In addition, the applicant-proposed measures identified in the Biological Resources section will ensure that impacts are reduced to a less-than-significant level. As a result, the project will not result in an impact that would substantially degrade the environment and is unlikely to affect plant or animal populations to a significant degree.

No paleontological resources have been identified in the project area. However, the project is located in an area of historical and archaeological sensitivity. With implementation of the applicant-proposed measures identified in the Cultural Resources section, potential impacts to archaeological resources would be reduced to a less-than-significant level. Therefore, the project would not eliminate important examples of the major periods of California history or prehistory.

Mandatory Findings of Significance (b) – Less Than Significant
The project's impacts would be predominantly limited to the construction phase. Temporary impacts that could result from construction activities would be reduced to a less-than-significant level with the implementation of APMs and no residual impacts are anticipated. Furthermore,

there are no other current or probable future projects in close proximity to the project. Therefore, these impacts would not be considered additive in the region. As a result, the project would not contribute to a cumulative impact during operation.

Mandatory Findings of Significance (c) – Less Than Significant
The project's impacts on the human environment would primarily occur during construction (as permanent substation facilities will be unmanned). These impacts include potential exposure to dust and air pollutants, hazardous materials, noise, and soil instability. All of these impacts would be less than significant, and would not necessitate the implementation of avoidance or measures. As a result, the project's potential impact to human beings would be less than significant.

Note: 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. FISH AND GAME 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 Department of Fish and Game. 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 Department of Fish and Game 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 Department of Fish and Game. Forms may be obtained by contacting the Department by telephone at (916) 631-0606 or through the Department's website at www.dfg.ca.gov.

Conclusion: The project will be required to pay the fee.

Evidence: Based on the record as a whole as embodied in the Planning Department files pertaining to PLN090274 and the attached Initial Study / Proposed (Mitigated) Negative Declaration.

IX. REFERENCES

1. Project Application/Plans
2. Monterey County 1982 General Plan
3. North County Land Use Plan
4. Title 20 of the Monterey County Code (Zoning Ordinance)
5. CEQA Air Quality Guidelines, Monterey Bay Unified Air Pollution Control District, Revised June 2004.
6. Site Visit conducted by the project planner on May 4, 2011.
7. Revised Biological Resources Technical Report (LIB100373). Prepared by Insignia Environmental. Dated November 2010.
8. Storm Water Pollution Prevention Plan for Moss Landing 230kV and 115kV Breaker and a Half Conversion Project (LIB100376). Prepared by ETIC Engineering, Inc (Debra Carey, QSP). Dated September 30, 2010.
9. Geotechnical Investigation Moss Landing Substation, Highway 1 and Dolan Road, Moss Landing, California (LIB100374). Prepared by Kleinfelder. Dated October 14, 2010.
10. Applicant Prepared Environmental Assessment, Moss Landing Bus Upgrade and Automation Project. Prepared by Insignia Environmental. Dated December 2010.
11. Archaeological Assessment of the Moss Landing Bank Stabilization Project, Monterey County (LIB100378). Prepared by Applied EarthWorks, Inc. Dated September 2010.
12. Paleontological Identification and Evaluation for the Proposed PG&E Bank Replacement Project, Moss Landing Power Plant Site, Monterey County, California (LIB100379). Prepared by Brady and Associates Geological Services. Dated October 5, 2010.

X. *EXHIBITS*

1. Substation and Equipment Replacement Site Plan
2. Project Location and Vicinity Map
3. Visual Simulations

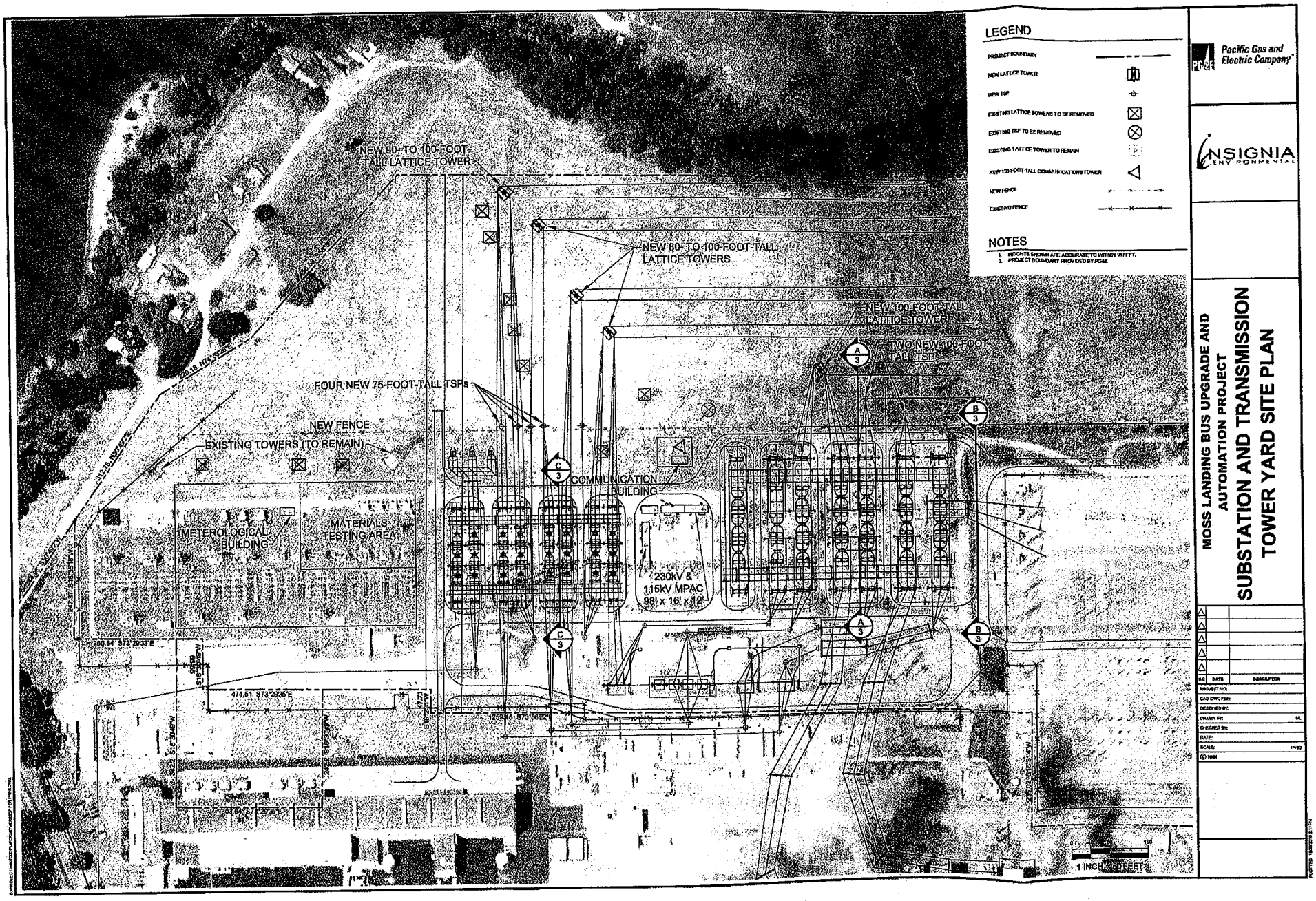


EXHIBIT 1 - SUBSTATION EXPANSION AREA

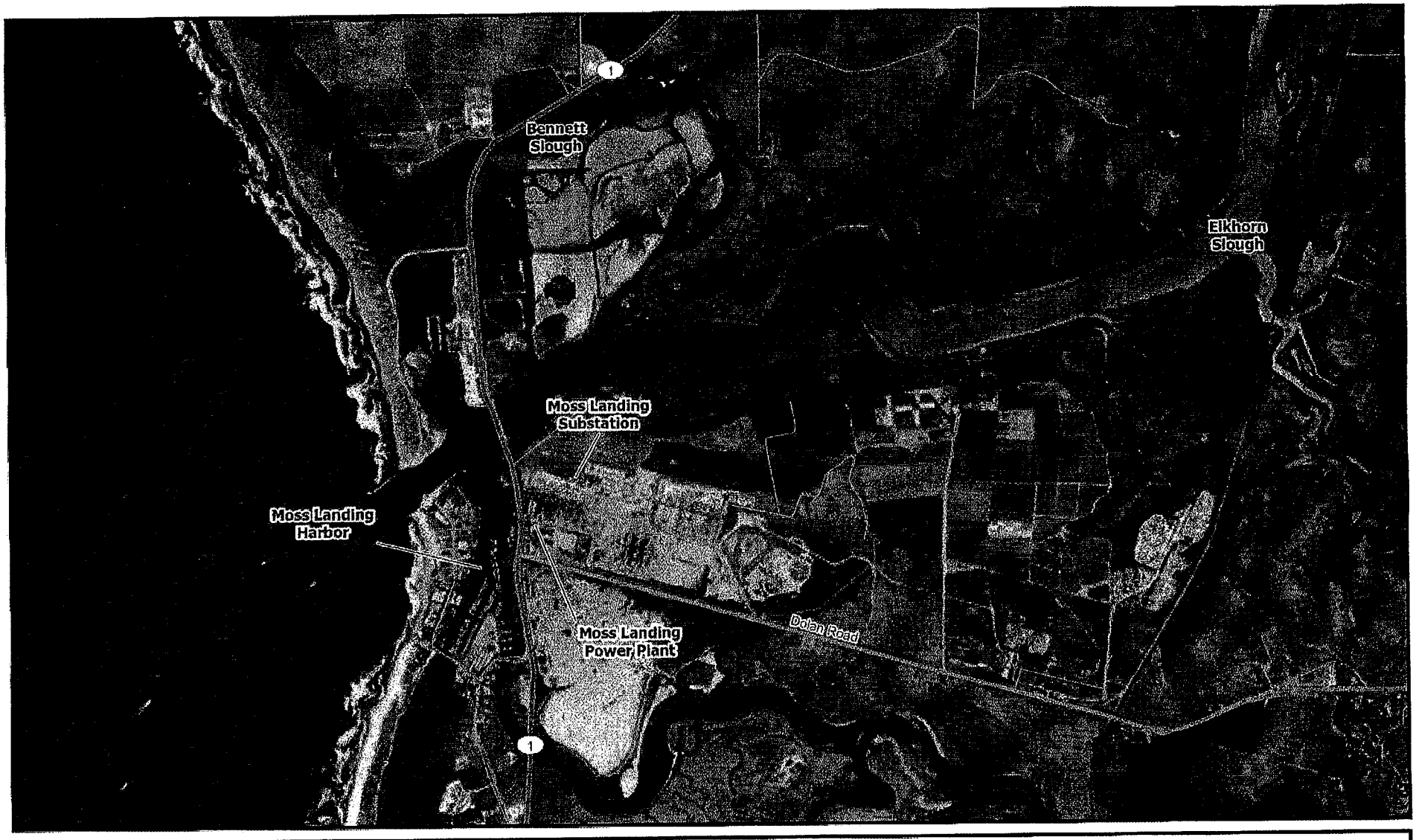


EXHIBIT 2 - PROJECT LOCATION

Moss Landing Bus Upgrade and Automation Project

Pacific Gas and Electric Company

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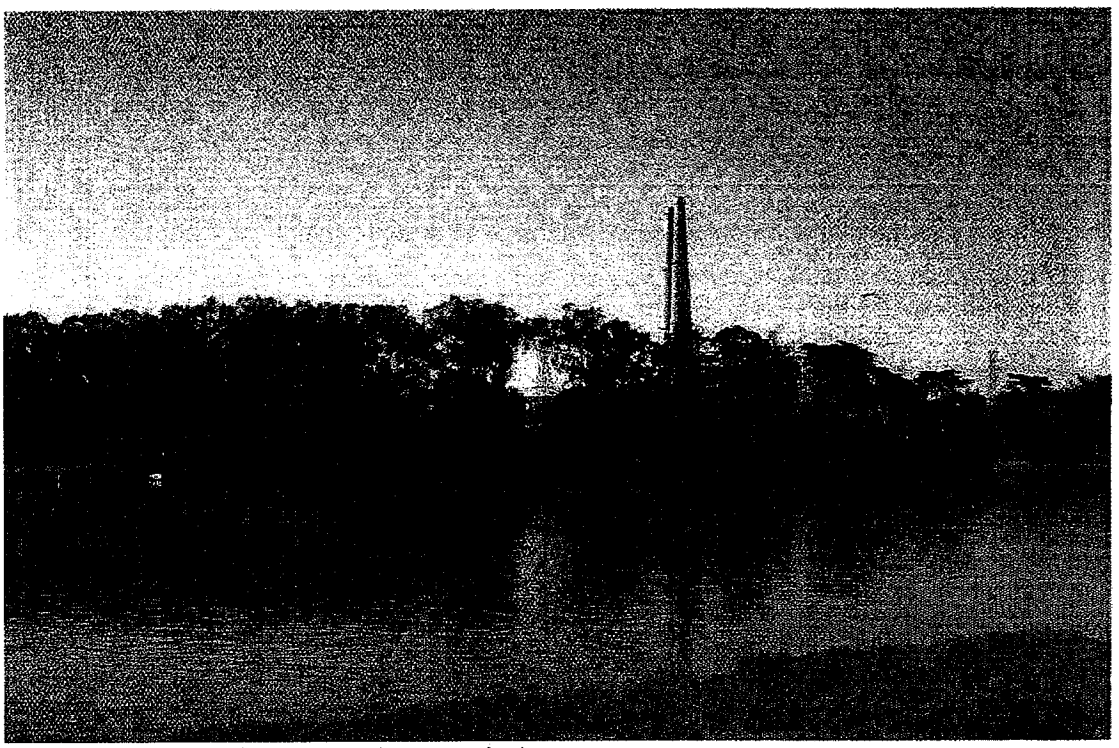
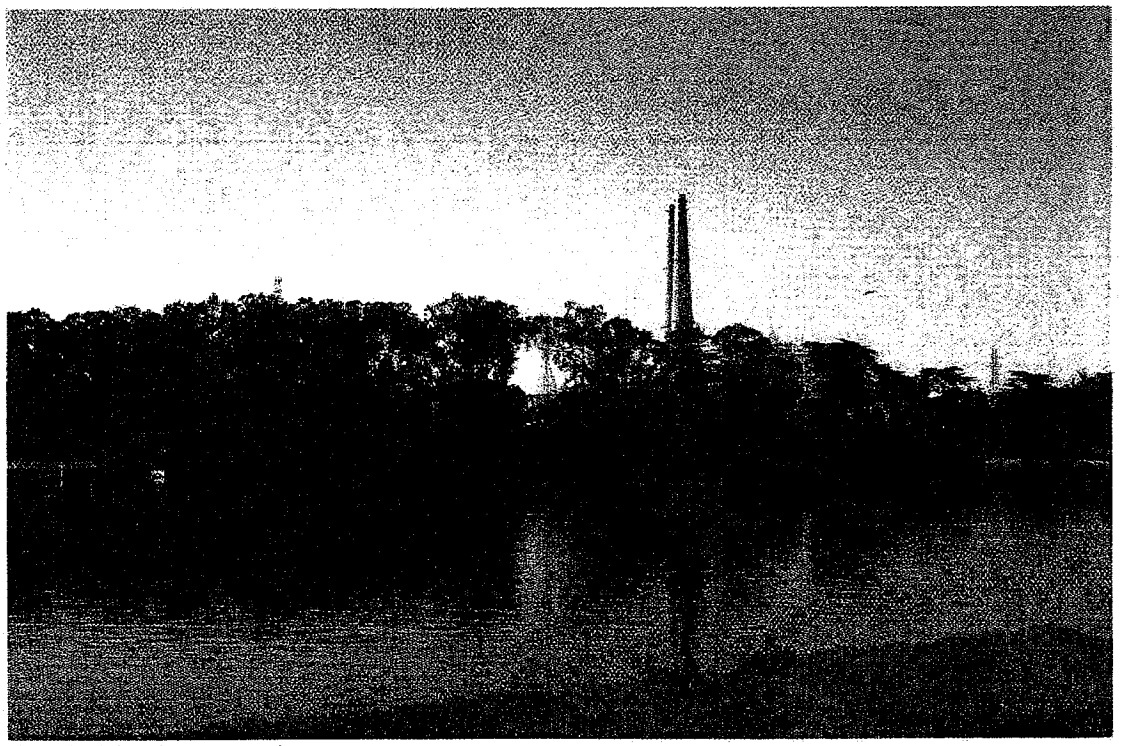


Existing view - Elkhorn Slough looking south (overlook platform)



Visual simulation of proposed project

ENVIRONMENTAL VISION
042911

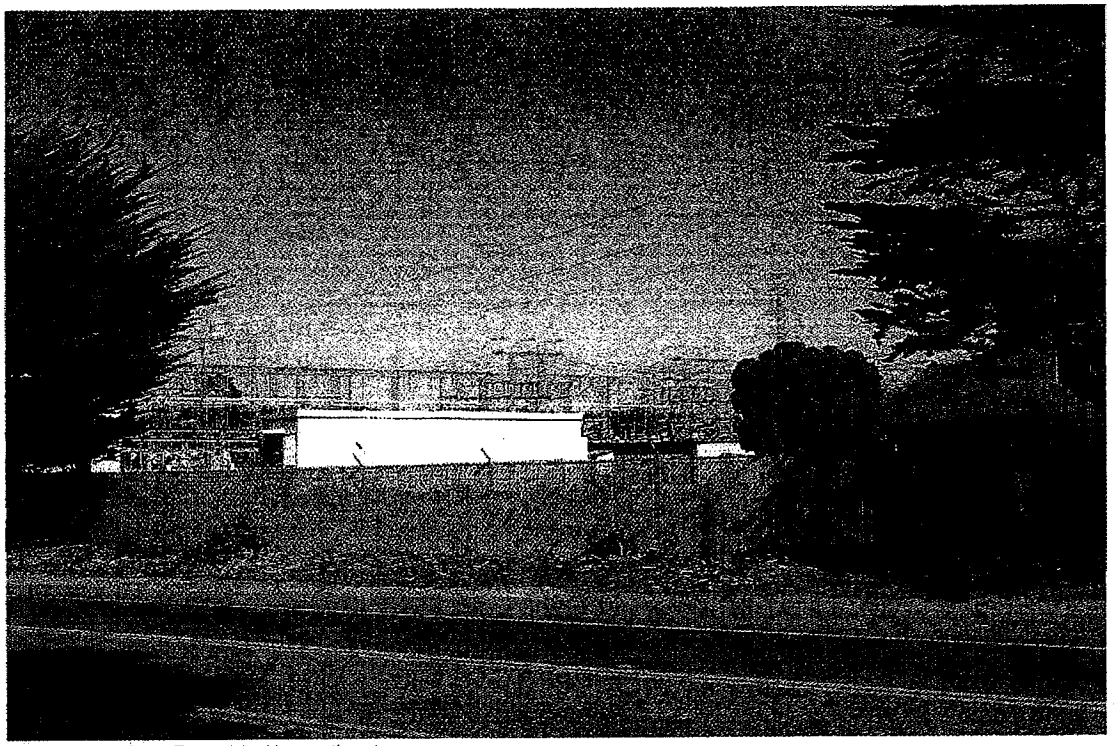
Visual Simulation - Elkhorn Slough looking south
Moss Landing Bus Upgrade and Automation Project

Existing view - State Route 1 looking southeast

Visual simulation of proposed project

ENVIRONMENTAL VISION
042911

Visual Simulation - State Route 1 looking southeast
Moss Landing Bus Upgrade and Automation Project



Existing view - State Route 1 looking northeast

Visual simulation of proposed project

ENVIRONMENTAL VISION
042911

Visual Simulation - State Route 1 looking northeast
Moss Landing Bus Upgrade and Automation Project