



NOTICE OF PREPARATION

Environmental Impact Report for People's Moss Landing Water Desalination Project

Introduction

In accordance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the Moss Landing Harbor District (District), as CEQA Lead Agency, is preparing an Environmental Impact Report (EIR) for the People's Moss Landing Water Desalination Project (PMLWDP or Proposed Project). The PMLWDP is proposed by the Moss Landing Green Commercial Park, LLC (MLGCP). It is comprised of various facilities and improvements, including: an approximately 12 million gallons per day (mgd) desalination plant; seawater intake and outfall systems; and desalinated water pipeline and storage facilities.

This Notice provides information on the public scoping period that is now underway. It also describes the location of the Proposed Project, its goals and objectives, and its potential environmental effects. This Notice is organized as follows:

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| A. Scoping Comments | E. Description of Proposed Project |
| B. Scoping Meetings | F. Preliminary Alternatives to the Proposed Project |
| C. CEQA Lead Agency: Moss Landing Harbor District | G. Issues to be Addressed in the EIR |
| D. Goals and Objectives for the People's Moss Landing Desalination Project | |

A. Scoping Comments

The District is soliciting comments on the scope of environmental issues to be addressed in the Draft EIR, as well as reasonable alternatives and mitigation measures that should be explored in the Draft EIR. Comments received during the EIR scoping period will be considered during preparation of the PMLWDP EIR. Public agencies and interested organizations and persons will have an opportunity to comment on the Draft EIR after it is published and circulated for public review.

Written scoping comments may be submitted by U.S. mail or email during the NOP review period, or in person at the scoping meetings listed below. **The scoping comment period closes at 5:00 p.m. on July 31, 2015.** Please include your name, address, and email address if you would like to receive future notices on this matter. Comments may be sent by email to PeoplesDesal@aspeneq.com or to the address below:

Linda G. McIntyre, Moss Landing Harbor District
c/o Aspen Environmental Group
235 Montgomery Street, Suite 935
San Francisco, CA 94104

B. Scoping Meetings

In order to ensure that the public and regulatory agencies have an opportunity to ask questions and submit comments on the scope of the EIR, two scoping meetings will be held during the NOP review period. The scoping meetings will start with a brief presentation providing an overview of the Proposed Project and the project alternatives identified to date. Subsequent to the presentation, interested parties may make oral comments on issues to be considered in the EIR, or on

alternatives or mitigation measures that may apply. Participants are encouraged to submit written comments, and comment forms will be supplied at the scoping meetings. Written comments may also be submitted anytime during the NOP scoping period to the mailing address or email address listed above. The locations and dates of the scoping meetings are as follows:

2:00 pm Wednesday, July 8, 2015

Moose Family Center
555 Canyon Del Rey Blvd.
Del Rey Oaks, CA 93940

6:00 pm Wednesday, July 8, 2015

Prunedale Grange Hall
17890 Moro Rd
Prunedale, CA 93907

C. CEQA Lead Agency: Moss Landing Harbor District

The Moss Landing Harbor District was formed on June 22, 1943 for the purpose of developing a harbor at Moss Landing pursuant to the Federal Harbors and Navigation Code. The District is managed by the Board of Harbor Commissioners (BOHC), which is dedicated to the efficient management of the Harbor and to the preservation of natural resources within the Harbor. The BOHC is fully empowered to receive and administer funds for the attainment of these objectives, all in accordance with Federal, State and local laws. The District's powers are set forth in Sections 6070-6086 of the California Harbors and Navigation Code. The District has a duty and obligation to promote good harbor management including the development, maintenance and improvement of the Harbor and related facilities as well as the protection of the Harbor's natural environment.

The proposed site of the PMLWDP is within the Moss Landing Green Commercial Park (formerly the Kaiser National Refractories & Minerals Plant); the commercial park facilities are located within the Harbor boundaries and on adjacent lands surrounding the Harbor. The District will be required to approve and issue permits for project related construction performed within the District's jurisdiction. As a result, the District has an interest in the future development, uses, and operations of the Moss Landing Green Commercial Park as it pertains to the harbor. Therefore, the District has agreed to become the CEQA Lead Agency for the PMLWDP. The District's goal is to help facilitate the environmental analysis of a project that will provide the Monterey Peninsula area with a safe and reliable water supply as well as to continue to protect the interests of the Moss Landing Harbor.

D. Goals and Objectives for the People's Moss Landing Desalination Project

The goals and objectives of the Proposed Project are to rehabilitate existing facilities at the Moss Landing Green Commercial Park to develop a desalination project that would provide portions of the Monterey County area with a safe and reliable desalinated water supply of approximately 12 mgd. Specifically, the purpose of this Proposed Project is to provide desalinated water to both the North Monterey County Area and the Monterey Peninsula Area as described below.

- **North Monterey County Area:** The Proposed Project will provide 3,652 afy (3.3 mgd) of "new water" to customers in North Monterey County, including 152 afy (135,000 gallons per day [gpd]) for Moss Landing, 800 afy (714,000 gpd) for the Pajaro Sunny Mesa Water District, 1,000 afy (892,200 gpd) for the Pajaro Valley Water Management Agency and/or the City of Watsonville, as well as 1,700 afy (1.5 mgd) for the Granite Ridge area near Prunedale. These demands have not yet been fully verified, but there has been strong interest for the Proposed Project to serve demands in the North Monterey County Area. Through the EIR process these demands will be evaluated in order that the Proposed Project can serve these potential North County demands.
- **Monterey Peninsula Area:** The Proposed Project will also help to offset the mandated water supply diversion curtailments on the Carmel River and Seaside Basin. Specifically, the purpose of this Project

is to provide the Monterey Peninsula area with 9,752 afy (8.7 mgd). This amount would replace the water needs of the Monterey Peninsula area minus the 3,652 afy that has been identified for the General Plan Build-out needs (the remaining 3652 afy would serve North County demand as described above). The EIR will describe these demands and show the need for the Proposed Project to offset the mandated water supply diversion curtailments on the Carmel River and Seaside Basin.

E. Description of Proposed Project

The PMLWDP is a proposed reverse osmosis desalination plant at the Moss Landing Green Commercial Park. It would produce approximately 12 million gallons per day (mgd) (13,400 afy) of potable water. As described above, about 27% of the water would be provided to North County and 73% would be provided for the Monterey Peninsula, to offset CalAm's mandated water supply diversion curtailments on the Carmel River and Seaside Basin.

E.1 Project Location and Background

The Project would be located at the site of the former Kaiser Refractories Plant at Moss Landing, on a 16-acre portion of the approximately 200-acre site. It would occupy a portion of the Moss Landing Green Commercial Park located in Moss Landing, California at the corner of State Route 1 (SR-1 or Highway 1) and Dolan Road, immediately east of Moss Landing Harbor and south of the existing Moss Landing Power Plant. Figure 1 illustrates the location of the desalination facility and the proposed intake and outfall locations (figures are presented at the end of this notice).

E.2 Project Components

The proposed PMLWDP would provide water to the North Monterey County area, as well as replacement water supplies to meet existing and future growth demands for the approximately 40,000 customers in CalAm's Monterey Peninsula District. Following is an overview of each of the major components of the facility.

Desalination Plant

The desalination plant and appurtenant facilities would be located on approximately 16 acres within the approximately 200-acre Moss Landing Green Commercial Park. Facilities proposed at the PMLWDP desalination plant include pretreatment, reverse osmosis, and post-treatment systems; chemical feed and storage facilities; a brine storage basin; and an administrative building. Facilities would include seawater receiving tanks; pretreatment facilities, reverse osmosis facilities, and post-treatment systems; chemical feed and storage facilities; and associated non-process facilities.

Seawater Intake

The proposed open bay seawater collector system would draw seawater from the Monterey Bay for use as source water for the proposed desalination plant. Approximately 28 to 30 mgd of source water would be needed to produce approximately 12 mgd of desalinated product water.

The proposed intake for the open bay system would use an existing 20-foot diameter intake pump caisson structure that is located on the beach and adjacent to the Moss Landing Marine Laboratories. The existing intake caisson was originally built in the 1940's and used as an open intake facility and pump house; it was replaced by the existing harbor intake system in the 1970's.

The existing open bay intake structure would be rehabilitated to include a new 30-inch intake pipe that would extend out from the existing caisson approximately 50-feet in the open water/bay. The previous intake pipeline was removed and does not currently exist. Three (3) wedge wire passive screens (two

active and one standby) would be attached at the end of this new pipeline extension and would be located approximately 15 feet below mean sea level (msl). The general screen design is illustrated in Figure 2 (at the end of this Notice). Each passive screen structure would be 48-inches in diameter and would be used to draw seawater into the existing caisson. The screens would be designed for a maximum through-screen velocity of 0.5 feet per second and with 0.5 millimeter (mm) wedge wire slots to minimize impingement and entrainment.

A new pump house would be built on top of the existing intake structure at a height of approximately 15 feet above msl so that the pumps would be outside of the tsunami zone of inundation. Vertical turbine pumps would be utilized with pumps submerged in the intake structure and motors in the pump house above. A new 30-inch pipeline would be slip-lined within the existing 36-inch intake pipeline to convey the seawater to the PMLWDP desalination plant at the Moss Landing Green Commercial Park.

Ocean Outfall Facility

Brine produced during the desalination process would be conveyed back to the Bay through the existing approximately 2,700-foot long 51-inch ocean outfall pipe that would be rehabilitated with new diffusers prior to discharging to the Monterey Bay. The outfall would convey concentrate or brine from the reverse osmosis process to the Monterey Bay at a rate of approximately 17.5 mgd and at a salinity concentration of approximately 62,000 milligrams/liter (mg/L), which is approximately 1.8 times the ambient salinity of the Monterey Bay (i.e., approximately 34,000 mg/L)

Pipeline Conveyance and Storage Facilities

The pipeline and storage facilities are illustrated schematically in Figure 3. While not entirely shown due to the scale of the map, the Peninsula Product Water Pipeline would terminate in Seaside, CA as described below.

North County Product Water Transmission Pipelines. The 3,652 afy (3.3 mgd) of North County product water transmission pipelines would consist of the following 5 systems:

- **Moss Landing Pipeline System:** Running along Dolan Road, Highway 1, Moss Landing Road, and Sandholt Road, this system would provide about 135,000 gallons per day (gpd) of product water.
- **Pajaro Sunny Mesa Pipeline System:** Running along Dolan Road to its intersection with Elkhorn Road, this system would provide approximately 714,000 gpd.
- **Watsonville Pipeline System:** Running along Dolan Road to Elkhorn Road towards the City of Watsonville, terminating at a new 2 million gallon storage tank near where County Road 612 and Main Street merge.
- **Granite Ridge Pipeline System:** Running along Dolan Road to Castroville Boulevard, terminating at a new 2.0 million gallon storage tank providing approximately 1.5 mgd.

Peninsula Product Water Transmission Pipeline. Approximately 13,400 afy (8.7 mgd) of desalinated product water would be conveyed south via a proposed 17.5-mile pipeline (see Figure 3). The water would be stored in a new 5-million gallon storage tank to serve existing CalAm customers in the Monterey Peninsula. Generally, the proposed 17.5-mile pipeline system would follow public rights-of-way (ROWS), existing railroad easements, and agricultural roads. The two main segments are described below.

- **Transmission Main North Pipeline Alignment Segment.** The pipeline would run along Dolan Road to Union Pacific Railroad (UPRR) ROW, then along Salinas Street in Castroville, crossing under Merritt Street and into Highway 156. It would continue southwest along Highway 156 and Nashua Road to the

Transportation Agency of Monterey County (TAMC) railroad ROW, ending at the intersection of the TAMC ROW and Reservation Road in North Marina.

- **Transmission Main South Pipeline Alignment Segment.** This segment would convey water from Transmission Main North to the proposed Monterey Pipeline and the Terminal Reservoir using approximately 8 miles of pipeline. This alignment would run along LaSalle Avenue, Yosemite Street, and Hilby Avenue to Terminal Reservoir in Seaside.
- **Peninsula Terminal Reservoir.** The proposed Peninsula Terminal Reservoir would be located east of General Jim Moore Boulevard in an area that was formerly Fort Ord, but is currently proposed to be annexed by the City of Seaside. The Terminal Reservoir would consist of two 5-million gallon tanks for a total capacity of 10 million gallons.

E.3 Project Construction

Construction of the PMLWDP is anticipated to take approximately two years. The construction of each component is described as follows.

Desalination Plant. Construction of the desalination plant would include site preparation, equipment delivery, and building construction. Some excavation and grading would be required for locations with uneven gradient. Ground clearing and excavation of the site would be performed using heavy construction equipment such as bulldozers, backhoes, cranes, and graders. Heavy equipment would be used to construct connections with existing water conveyance systems, and to construct footings of tanks and other support equipment. Upon completion of excavation, construction activities would also include pouring concrete footings for tanks, laying pipeline and making connections, installing support equipment such as control panels, and fencing the perimeter of the site.

Intake Facilities. The existing intake would be rehabilitated to include a new 30-inch intake pipe and three wedge wire passive screens. The screens would be 48-inches in diameter and would draw seawater into the existing caisson. A new pump house would be built on top of the existing intake structure at a height of approximately 15 feet above msl so that that the pumps would be outside of the tsunami zone of inundation. Vertical turbine pumps would be utilized with pumps submerged in the intake structure and motors in the pump house above. A new 30-inch pipeline would be installed ("slip-lined") within the existing 36-inch intake pipeline to convey the seawater to the PMLWDP desalination plant. Construction of the open-bay/ocean intake facility would be completed within approximately 2 years from notice to proceed.

Pipelines for Delivery of Water. Pipelines would be installed using conventional open-trench or trenchless technology. Most of the construction would be open-cut trenching. Pipe sections would be placed in a trench of varying depth depending on pipe size and topography, and covered using conventional equipment such as backhoes, side-boom cranes, wheeled loaders, sheep's-foot excavators, and compactors. Typically, earth cover over the pipe would be 5 feet. Variations in this depth would be required to accommodate local topography, hydraulic grade, and utility congestion, among other factors. The trench width would be mostly 10 to 15 feet. The width of the disturbance corridor for the pipeline construction would, under typical circumstances, vary from 50 to 100 feet, depending on the size of the pipe being installed. Trenchless technologies may require wider corridors at entry and exit pits.

For portions of the alignment where it is not feasible to perform open-cut trenching, trenchless technology methods such as boring and jacking, microtunneling, or horizontal directional drilling may be used. These special construction methods would be used in areas where it is difficult to perform open-cut trenching, such as State highway crossings, stream and drainage crossings, and high utility congestion areas.

Typical pipeline installation rates would be up to 250 linear feet per day. All construction activities would be restricted to the ROW approved by the applicable landowner or agency. All roadways disturbed during pipeline installation would be restored. Generally, trench spoils would be temporarily stockpiled within the construction easement, then backfilled into the trench after pipeline installation.

Some pipeline installation would require construction in existing roadways. Traffic control measures would be implemented as necessary, in coordination with local agencies. Construction staging for the project would depend upon the contractor and subcontractors. Typically, the pipe would be brought to the site just ahead of construction and staged along the alignment ready for placement. Equipment and other construction materials may require sites for storage, staging, and lay-down.

E.4 Operation and Maintenance Procedures

General operation and maintenance (O&M) procedures would be developed for the project's system components, including pipelines, pump stations, and the desalination plant. Examples of typical operation and maintenance procedures are briefly described below.

Pipelines. General O&M procedures for pipelines include weekly, visual inspections of the pipeline alignments; mowing of vegetation within pipeline alignments; grade of access roads as needed; testing and service of valves; annual walk of the pipeline alignment to inspect the cathodic protection system; and periodic pressure-testing of the pipeline, painting of pipeline appurtenances, repairing tunnel entrances, and repairing minor leaks in buried pipeline joints or segments.

Pump Stations. General pump station operation and maintenance procedures would include routine tests of pumps during non-emergency periods and verify operational readiness under anticipated full emergency project head; annually major maintenance and cleanup; and service of the motor cooling system (emergency pumps), replacing pump seals, painting pump station and equipment, and disassembling pump to inspect bearings and impeller (recirculation and emergency pumps) as needed.

Desalination Plant. Operation and maintenance personnel at the desalination plant would continuously monitor the seawater desalination facility, and would be present at the location 365 days a year, 24 hours per day. Their duties would include:

- Monitoring of chemical flows to the various processes, water flows into and out of the various processes, equipment operating parameters (e.g., pressure, temperature, and flow rates), and various other continuous operations; maintain, update and order chemicals and equipment to meet operational requirements;
- Preparing monthly records and reports to comply with requirements of local, state, and Federal agencies; and
- Routinely maintaining equipment in accordance with manufacturers' requirements, and provide equipment maintenance for emergency situations and/or breakdowns.

The accumulation of silts or scale on the RO membranes causes fouling, which reduces membrane performance. When this happens, RO membranes must be cleaned to remove the residues. The cleaning process includes two steps: first, a number of cleaning chemicals are circulated in a predetermined sequence through the membranes; and second, the cleaned membranes are flushed with clean water to remove the waste-cleaning solutions and to prepare the membranes for normal operation.

F. Preliminary Alternatives to the Project

In accordance with CEQA Guidelines Section 15126.6, the EIR will describe a reasonable range of potentially feasible alternatives to the PMLWDP. Alternatives are required to achieve most of the basic objectives of the project while avoiding or substantially lessening any of the significant effects of the project. Potential alternatives to the proposed PMLWDP are briefly described below. This list will be refined, and may be modified, based upon comments received and data gathered as part of the EIR preparation process.

Two categories of alternatives are described here: alternative intake locations for bringing seawater into the PMLWDP (Section E.1), and alternative desalination projects (Section E.2).

F.1 Alternative PMLWDP Intake Locations

The EIR, as consistent with CEQA requirements, will evaluate reasonable alternatives that achieve its goals and objectives and that would avoid or reduce significant effects on the environment. At this time, MLGCP, LLC has identified two potential intake alternatives to the Proposed Project. Each is discussed below.

Alternative A: Harbor Intake

The existing intake pump station in the harbor is located across from the west end of Dolan Road. It was originally constructed in the 1940s to serve the Kaiser Refractories Plant and was upgraded in 1968. The existing intake system currently consists of 9 pumps that are housed in a building and supported on a concrete structure. The system was used to provide up to 60 MGD of seawater for the purpose of removing calcium and magnesium as part of the magnesia production.

Under the Harbor Intake Alternative, the intake structure would be rehabilitated and modified by dredging the harbor and installing walls around the existing platform (to form a wet well) and installing passive screens to reduce the intake velocity to less than 0.5 feet per second. Under this alternative, all existing pumps and motors would be removed and replaced. A new pump and control building would be constructed. The intake structure will also house a screen air burst system to prevent clogging of the screens as well as Electro-Chlorination Unit (ECU) to minimize bio growth in the piping and downstream unit processes. Use of a cofferdam will be necessary for a majority of the underwater construction. Due to the water quality of the source water coming into the harbor, this alternative would require additional pretreatment processes within the desalination plant to achieve the product water quality objectives. The outfall facility would be the same as the Proposed Project.

Alternative B –Subsurface Seawater Intake

This intake alternative would be located at the same abandoned intake as the Proposed Project. However, instead of an open bay or water intake, a subsurface facility would be constructed. This type of facility would reduce and/or eliminate potential significant impacts to marine biological resources due to impingement and entrainment and would be the preferred intake alternative. However, to date, it has not been confirmed that this type of facility would yield the required 28-30 mgd of source water to produce 12 mgd of product water. Additional well tests need to be conducted. Until such credible hydrogeological tests prove that a subsurface facility could yield the required feed water, this alternative, including alternative locations, is not considered to be technically viable at this time and thus it is currently expected to be eliminated from further consideration during the EIR development process.

F.2 Regional Alternatives

MLGCP, LLC has identified other project alternatives to the Proposed Project that may be considered in the EIR. Each is discussed below.

The California American Water Company – Monterey Peninsula Water Supply Project (MPWSP)

The MPWSP would include a 9.6 mgd desalination plant and facility improvements to the existing Seaside Groundwater Basin ASR system to secure water supplies for the approximately 40,000 customers in CalAm's Monterey District service area. The primary purpose of the MPWSP is to replace existing water supplies that have been constrained by legal decisions affecting the Carmel River and Seaside Groundwater Basin water resources. A Draft EIR for the project was recently issued for the project by the California Public Utilities Commission.

The MPWSP would be comprised of a seawater intake system consisting of ten 750-foot-long subsurface slant wells located north of the city of Marina and new pipelines to convey the seawater from the slant wells to the new desalination plant. The project would also include up to 28 miles of desalinated water conveyance pipeline and mains, and associated facilities, and improvements to the existing Seaside Groundwater Basin aquifer storage and recovery system. As an alternative to the 9.6-mgd desalination plant, the analysis considers a 6.4-mgd desalination plant coupled with a water purchase agreement for 3,500 afy of product water from the Monterey Regional Water Pollution Control Agency's proposed Pure Water Monterey Groundwater Replenishment Project.

DeepWater Desal Alternative

DeepWater Desal LLC is proposing the DeepWater Desal Project, a 25-mgd (22,300 afy) seawater reverse osmosis desalination facility and co-located seawater-cooled 150-megawatt computer data center campus located on a 110-acre site approximately 1.5 miles east of Moss Landing in Monterey County, California. The California State Lands Commission issued a Notice of Preparation of an EIR for the project on June 1, 2015.

The Project would also include seawater intake and brine discharge pipelines that would extend west from Moss Landing Harbor to the upper reaches of the submarine Monterey Canyon and the north shelf, respectively, within the Monterey Bay National Marine Sanctuary. The DeepWater Desal Project is potentially considering delivering water south to the Monterey Peninsula communities, south to Castroville and southeast to Salinas, and north to Santa Cruz County.

Conservation or Reduced Size Alternative

The EIR may consider an alternative in which CalAm would implement water reduction efforts and other conservation measures to reduce demand on the existing water supply. The Monterey Peninsula Water Management District currently works with CalAm to provide education and encourage water conservation in an effort to protect water resources in the community. These conservation efforts include: conservation billing rates, limited watering schedule, free water audits, free water-saving devices, rebates on high-efficiency appliances, rebates for low water landscaping, and turf removal. This alternative, which would further expand conservation programs, could set stricter conservation requirements for residential and commercial customers. Under this alternative, CalAm would reduce system water loss via leakage control zones, pressure control, acoustic monitoring, transmission main testing, and main replacement programs. CalAm would use tiered rates to reduce water use. CalAm would also work with customers to promote water-wise landscaping and turf replacement, graywater use, plumbing retrofits, and other best management practices.

It is yet to be determined if the Conservation Alternative would be a project alternative, or if the Conservation Alternative, implemented in conjunction with desalination, would enable the proposed PMLWDP desalination plant to be reduced in size.

G. Environmental Issues to be Addressed in the EIR

This NOP does not include an Initial Study that screens out environmental topics. Instead, the PMLWDP EIR will include an analysis for all topics identified in Appendix G of the CEQA Guidelines. The EIR will address potential impacts associated with project construction, operation, and maintenance activities. The analysis will include, but will not be limited to, the following issues of potential environmental impact:

- **Surface Water Hydrology and Water Quality** – Construction and operation of the PMLWDP could increase soil erosion and could adversely affect water quality in receiving waterbodies. Project operations would generate brine that would be discharged to the Monterey Bay. In addition, maintenance and cleaning solutions and other effluents would be discharged to the stormwater system, and sanitary sewers. The EIR will evaluate potential impacts to surface water quality as a result of project construction and operations; changes to existing drainage patterns resulting in increased erosion or runoff; and potential adverse effects of brine discharges on offshore water quality.
- **Groundwater Resources** – The EIR will evaluate potential impacts to groundwater resources. The PMLWDP would not draw on any groundwater resources or existing surface water rights. Therefore, potential impacts to the regional groundwater resources are expected to be beneficial, as there would be less need for groundwater pumping, which could lead to recharge of the local aquifer.
- **Marine and Terrestrial Biological Resources** – Since the PMLWDP is proposing to use an open bay intake system it is anticipated that there will be potential significant impacts to marine and/or terrestrial biological resources, including impingement and entrainment issues. However, the screens will be designed for a maximum through-screen velocity of 0.5 feet per second and 0.5 mm wedge wire slots to help minimize impingement and entrainment of marine aquatic biological resources. Particular attention will be given to potential impacts on marine resources to be evaluated include salinity changes at the ocean outfall from brine discharges and any related effects on benthic and pelagic organisms and environments. In addition, the PMLWDP EIR will evaluate project impacts on terrestrial special-status animal and plant species, sensitive habitats, mature native trees, and migratory birds associated with facility siting and project-related construction activities. The EIR will also evaluate any potential conflicts with applicable plans, policies, and plans related to the protection of marine and/or terrestrial biological resources.
- **Air Quality and Greenhouse Gases** – The EIR will analyze construction-related and operational emissions of criteria air pollutants. Emissions estimates will be evaluated in accordance with all applicable federal, state, and regional ambient air quality standards. Potential human health risks at nearby sensitive receptors from emissions of diesel particulate matter and toxic air contaminants during project construction and operations will be addressed. The EIR will also estimate greenhouse gas (GHG) emissions associated with project construction and operations, and compare these to applicable plans and policies related to reducing GHGs.
- **Mineral and Energy Resources** – The EIR will evaluate potential impacts to mineral resources associated with facility siting and construction. The PMLWDP's energy requirements, particularly the energy needs for desalination, will be evaluated to reflect the proposed plant capacity, specifications, and operations.

- **Geology, Soils, and Seismicity** – The EIR will review site-specific seismic, geologic, and soil conditions and evaluate project-related impacts. The analysis will address the potential for project construction activities to result in increased soil erosion or loss of topsoil, as well as potential slope instability issues associated with facility siting and construction. Particular attention will be given to potential increases in coastal erosion rates resulting from project implementation, as well as damage to facilities in the coastal zone resulting from natural erosion, earthquakes, and tsunamis.
- **Hazards and Hazardous Materials** – The EIR will summarize documented soil and groundwater contamination cases within and around the project area, and evaluate the potential for hazardous materials to be encountered during construction. Inadvertent releases of hazardous construction chemicals, and contaminated soil or groundwater into the environment during construction will be addressed. The analysis will also consider the proper handling, storage, and use of hazardous chemicals that would be used during operations.
- **Noise** – The EIR will evaluate construction-related noise increases and associated effects on ambient noise levels, applicable noise standards, and the potential for indirect impacts to nearby land uses.
- **Transportation and Traffic** – Project construction activities would generate traffic from construction trucks and vehicles, resulting in a temporary increase in traffic volumes along local and regional roadways. The installation of pipelines along or adjacent to road right-of-ways could result in temporary land closures and traffic delays. Potential impacts to vehicular traffic, traffic safety hazards, public transportation, and other alternative means of transportation will be evaluated. Traffic increases associated with project operations will also be addressed.
- **Cultural Resources** – The EIR will evaluate potential impacts on historic, archaeological, and paleontological resources, and human remains. It is anticipated that any potential impacts to cultural resources would be limited to project construction.
- **Land Use** – The EIR will evaluate potential conflicts with established land uses as a result of project construction and operation. Potential conflicts with applicable plans and policies will also be evaluated. Particular attention will be given to consistency with the Coastal Plan.
- **Agricultural Resources** – Agricultural land uses are present within and around the project area. The EIR also evaluate potential impacts to designated farmland and Williamson Act contracts.
- **Utilities and Public Services** – The EIR will evaluate potential conflicts with existing utility lines during project construction, including potential service interruption. Particular attention will be paid to “high-priority” utilities that could pose a risk to workers in the event of an accident during construction. Potential impacts related to landfill capacity associated with the disposal of spoils and debris generated during project construction will be described. Project consistency with federal, state, and local waste diversion goals will also be considered.
- **Aesthetic Resources** – Project facilities would be sited along the coastal zone and immediately adjacent to Highway 1, a designated scenic highway. The project would be on an industrial site within 200 feet of the Moss Landing Harbor and within about 1,500 feet of the Monterey Bay. The EIR will evaluate visual impacts related to the new/proposed facilities.
- **Cumulative Impacts** – The PMLWDP EIR will describe water supply and demand in the CalAm service Peninsula Area and the North Monterey County areas identified for water service under this proposed project. The EIR will evaluate the relationship of the proposed project (including facility sizing and capacities) to meet such water supply demands, including meeting the build-out demands identified in each of the six cities’ of the Peninsula Area, and the Monterey County General Plans, and the specific needs of the North Monterey County Area. The potential for implementation of the PMLWDP to result in growth-inducing effects will be evaluated.

- **Growth Inducement** - The PMLWDP EIR will describe water supply and demand in the CalAm service area and the relationship of the proposed project (including facility sizing and capacities) to meet such supply and demand, including meeting the build-out demands identified in each of the six cities' and the Monterey County General Plans. The potential for implementation of the PMLWDP to result in growth-inducing effects will be evaluated.
- **NEPA Considerations.** A CEQA discretionary project is also subject to the National Environmental Policy Act (NEPA) if it (a) involves federal funding; (b) occurs on federal land; (c) requires federal authorizations; and/or (d) is jointly carried out by a federal agency. As the PMLWDP will require federal authorizations for permitting purposes, the EIR will include information to support federal agency consultations under Section 106 of the National Historic Preservation Act, Section 7 of the Federal Endangered Species Act, the Federal Clean Air Act General Conformity Rule¹, and any other applicable federal consultations. If it is determined through the scoping process that additional federal review is required, the District will coordinate with the appropriate federal agency(s) to further comply with NEPA.

Where feasible, mitigation measures will be proposed to avoid or reduce any identified environmental impacts attributable to the project.

Figure 1: Location of Proposed People's Moss Landing Desalination Plant, Intake, and Outfall Locations



¹ The General Conformity Rule ensures that the actions taken by federal agencies in nonattainment and maintenance areas do not interfere with a state's plans to meet national standards for air quality. As of March 30, 2012, the North Central Coast Air Basin (NCCAB) meets all National Ambient Air Quality Standards and is not subject to a maintenance plan with conformity obligations. Therefore, the PMLWDP EIR will describe why the General Conformity Rule would not apply to the PMLWDP.

Figure 2. Examples of Wedgewire Screens for Seawater Intake



Source: <http://www.filtsep.com/view/14321/seawater-desalination-us-desalination-industry-addresses-obstacles-to-growth/>



Source: <http://www.power-eng.com/articles/print/volume-114/issue-10/features/retrofit-options-to-comply-with-316-b.html>

Figure 3: Proposed Pipeline and Storage Tank Locations

