



DIABLO CANYON  
Decommissioning Engagement Panel

# Diablo Canyon Decommissioning Engagement Panel

August 9, 2023



# Welcome and Meeting Process

Dena Bellman, Panel Member  
Michael Lucas, Panel Member



DIABLO CANYON  
Decommissioning Engagement Panel

## Meeting Topic

### Draft Decommissioning Environmental Impact Report

- Open House
- PG&E Decommissioning Project Update
- Agency Roles and Responsibilities
- Overview of the Draft EIR
- Public Comment to DCDEP
- Next Meeting Topic
- Open House



DIABLO CANYON  
Decommissioning Engagement Panel

#### Diablo Canyon Decommissioning Engagement Panel Meeting

<b>Date/Time:</b>	August 9, 2023 Public Meeting: 6:00-8:25 pm Open House: 4:00-5:50 pm/8:25- 9:00 pm	<b>Facilitator:</b>	Chuck Anders	
<b>Meeting Location:</b>	SLO County Government Center 1055 Monterey St., San Luis Obispo, CA	<b>Recorder:</b>	Imagine Reporting AGP Video	
<b>Video Stream:</b>	Charter Channel 21 and Online Streaming			
<b>Online Zoom Meeting:</b>	<a href="https://us02web.zoom.us/join/register/WN_S-nd3qM2R_aANg78ouVwH4">https://us02web.zoom.us/join/register/WN_S-nd3qM2R_aANg78ouVwH4</a>			
<b>Desired Outcome:</b>	Understand Agency roles and responsibilities in the CEQA process; receive information from the County of San Luis Obispo on the PG&E Decommissioning Project application and the CEQA draft environmental impact report (EIR); inform the public about how they can participate in the EIR review process; receive an update from PG&E regarding other decommissioning related activities; and receive formal public comment.			
AGENDA				
Item #	What – Content	Action Path	Who	Target Start Time
1.	Open House with Exhibits			4:00 - 5:50
2.	Panel Meeting Start		All	6:00
3.	Welcome and Meeting Process	Inform	Dena Bellman Michael Lucas	6:00 (5)
4.	Safety Briefing	Inform	Michael Lucas	6:05 (5)
5.	PG&E Decommissioning Project Update	Inform Discuss	PG&E Panel	6:10 (5)
6.	Agency Roles and Responsibilities <ul style="list-style-type: none"> <li>County of San Luis Obispo</li> <li>California Coastal Commission</li> <li>State Lands Commission</li> </ul>	Inform Discuss	Susan Strachan (SLO Co.) Tom Luster (CCC) Drew Simpkin (SLC) Lucinda Calvo (SLC)	6:15 (10) 6:25 (10) 6:35 (10)
7.	Overview of Draft Environmental Impact Report <ul style="list-style-type: none"> <li>What Happens to the EIR with Extended Operations</li> <li>Decommissioning Project Description Overview</li> <li>Draft EIR Overview – Impacts and Mitigation</li> <li>How to Comment on the Draft EIR</li> <li>Next Steps in Process</li> </ul>	Inform Discuss	Susan Strachan (SLO Co.)	6:45 (45)
8.	Break			7:30 (10)
9.	Public Comment to DCDEP* Public Comment Q&A/Panel Discussion	Inform Discuss	All Panel	7:40 (30) 8:10 (10)
10.	Introduction of Next Meeting Topic: <ul style="list-style-type: none"> <li>Diablo Canyon Lands</li> </ul>	Inform	Bob Pavlik	8:20 (5)
11.	Adjourn Public Meeting	Action	Chuck Anders	8:25
12.	Open House	Inform		8:25 – 9:00

\*Comments to the DCDEP will not become part of the official County Draft EIR record. Public comment on the Draft EIR must be submitted directly to the San Luis Obispo County Department of Planning and Building in writing no later than 5:00 PM September 25, 2023. Go to <https://www.slocounty.ca.gov/DCPPDecom> for more information about the Draft EIR and how to submit comments.



DIABLO CANYON  
Decommissioning Engagement Panel

# Safety Orientation

## Michael Lucas, Panel Member



### Earthquake

Know the safest places to drop, cover, and hold, such as under sturdy desks and tables.



### Fire

Know your exits, escape routes, and evacuation plan. If safe to do so, use your compliant fire extinguisher. Exit the house and call 911.

Diablo Canyon Fire personnel in attendance



### Active Shooter

Get out, hide out, take out, and call 911.

SLO County Sheriff deputies in attendance



### Medical Emergency

Know who can perform first aid and CPR. Call 911 if you're alone or share your location with the call leader to send help. If you have an AED, ensure you and others in your household know where it's located and how to use it.



### Psychological Safety

- ✓ We care for each other.
- ✓ Look out for one another.
- ✓ Create a safe space for all.
- ✓ Welcome new ideas from everyone.
- ✓ Practice self-care.



### Ergonomics

- ✓ Practice **30/30** (every 30 minutes, move & stretch for 30 seconds).
- ✓ Ensure proper ergonomics.
- ✓ Use and update RSI Guard.



### COVID-19

- ✓ Wash hands frequently
- ✓ Wear a mask when required
- ✓ Get vaccinated if you are able to
- ✓ Follow current CAL-OSHA regulations and local county health orders.

# PG&E Update: Diablo Canyon Decommissioning Engagement Panel

August 9, 2023



Dual Paths Due to California Energy Policy Changes



## 1. DCPD Retirement 2024/2025

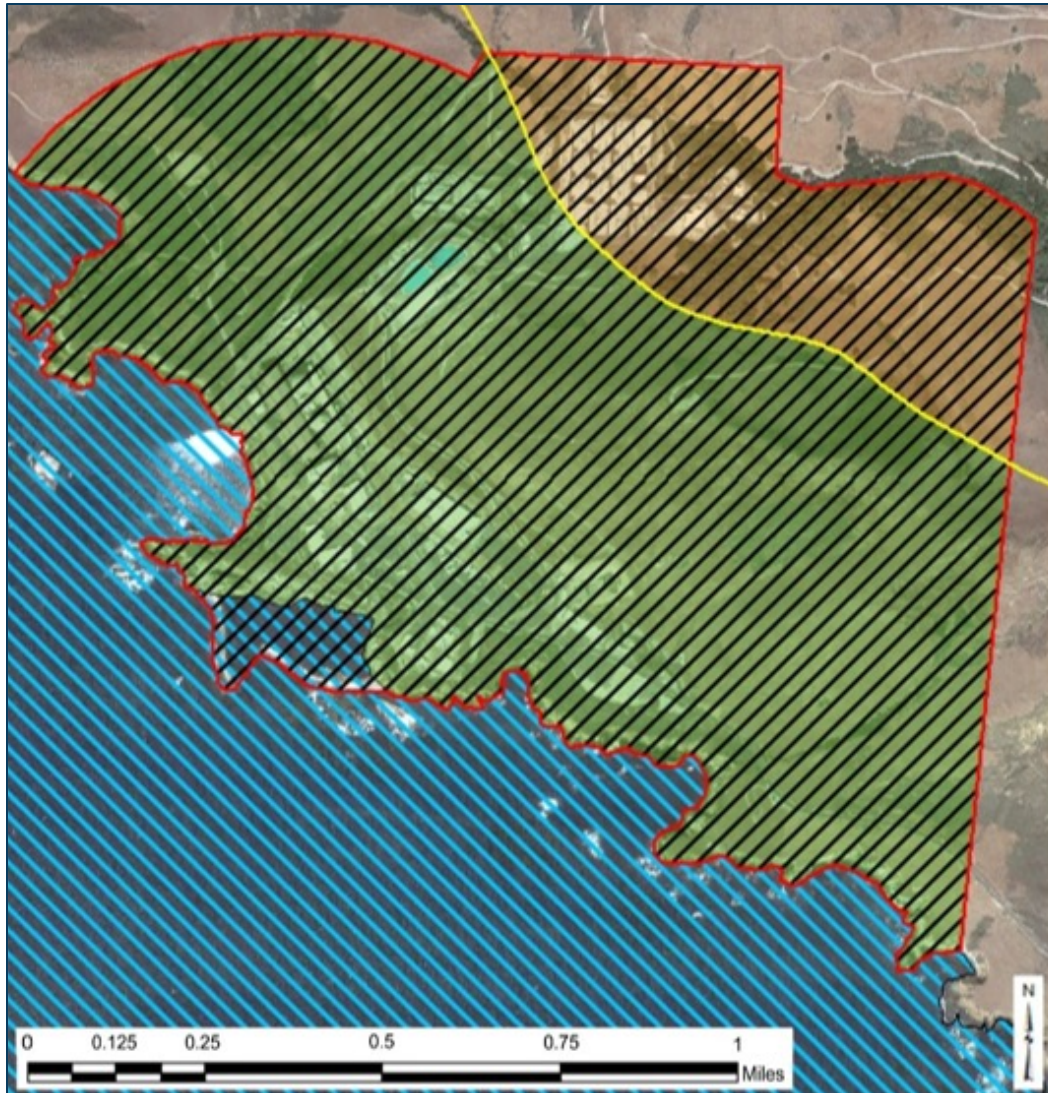
- Continue key decommissioning planning to secure items already in progress
  - **Diablo Canyon Decommissioning Engagement Panel**
  - **San Luis Obispo County: Decommissioning development planning**
  - **Nuclear Regulatory Commission: Decommissioning license actions**
  - **CA Public Utilities Commission: Nuclear Decommissioning Cost Triennial Proceedings**
  - **Diablo Canyon land activities**

SB 846  
Enacted  
(Sep 2, 2022)

## 2. DCPD Continued Operations

- DCPD license renewal efforts with Federal and State agencies (ongoing)
- Dept. of Energy conditionally granted PG&E Civil Nuclear Credit funds (up to \$1.1B)
- Coordinate with State's Secretary of Natural Resources (ongoing)
- Develop employee retention

# Agency Jurisdictions



## LEGEND:

-  Coastal Zone Boundary
-  Nuclear Regulatory Commission\*
-  San Luis Obispo County\*\*
-  California Coastal Commission† & San Luis Obispo County
-  California Coastal Commission & California State Lands Commission††

\* 10 Code of Federal Regulation 50:  
750-acre site

\*\* Title 22 of San Luis Obispo County Code

† Title 14, Division 5.5 of the  
California Code of Regulation (CCR)

†† Title 2, Division 3, Chapter 1 of CCR



# DIABLO CANYON POWER PLANT

August 9, 2023

CALIFORNIA STATE LANDS COMMISSION



California State  
Lands Commission



# California State Lands Commission

## Our Commissioners

Lieutenant Governor

**Eleni Kounalakis, Chair**



[View Bio](#)

Controller

**Malia M. Cohen, Member**



[View Bio](#)

Finance Director

**Joe Stephenshaw, Member**



[View Bio](#)

- Quasi legislative body
- All decisions involving the state's lands and resources under the Commission's jurisdiction are made at a properly noticed public meeting.







## Jurisdiction

- 4 million acres of tide and submerged lands and the beds of natural navigable rivers, streams, lakes, bays, estuaries, inlets, and straits (sovereign or Public Trust lands).
- Legislatively granted lands
- Issuance of leases for use or development, providing public access, and resolving boundaries between public and private lands

# Diablo Canyon



- Discharge channel
- Intake structure and breakwaters



# Lease History



## CEQA Role: Responsible Agency (RA)

- What an RA is: agency other than lead agency with responsibility for approving a project
- What an RA does: consult with the lead agency and other RAs, provide information and comments
- Limits on RA: mitigation authority only over environmental effects in its jurisdiction



## Commission Participation – EIR Process

- CSLC staff have participated in development of the EIR along with the County and the Coastal Commission
- CSLC staff will continue to provide information to the County as needed as the County finalizes the FEIR
- CSLC staff will submit a comment letter on the DEIR during the public comment period



## CSLC Responsible Agency Use of EIR

- Rely on EIR analysis in considering possible future lease for decommissioning activities within CSLC jurisdiction
- Review the EIR's MMRP to ensure all potentially significant impacts within CSLC jurisdiction are avoided or mitigated
- If approving lease, adopt MMP, make findings, adopt Statement of Overriding Considerations

## Post-Decommissioning

- Future reuse of land and facilities within the Commission's jurisdiction after decommissioning would require a new lease with the entity applying for the new use.
- The reuse would require environmental review under CEQA (see DEIR Executive Summary, Chapter 2 (Section 2.7) and Chapter 8).



[www.slc.ca.gov](http://www.slc.ca.gov)

# THANK YOU & QUESTIONS

Drew Simpkin  
Land Management Division

[Drew.Simpkin@slc.ca.gov](mailto:Drew.Simpkin@slc.ca.gov)

916.574.2275



[@CASStateLands](https://twitter.com/CASStateLands)



California State  
Lands Commission





# Diablo Decommissioning Project



**Draft EIR Overview**  
**August 9, 2023**

# Presentation Overview

- Diablo Decommissioning / Extended Operations
  - Decommissioning Project Description Overview
  - Draft EIR Overview
    - Significant and Unavoidable Impacts
    - Less than Significant Impacts with Mitigation
  - How to Comment on Draft EIR
  - Next Steps in Process
- ❖ Verbal comments made today will not constitute formal comments on the Draft EIR. All comments must be provided in writing to the County.



# EIR Preparation Timeline

- March 2021, PG&E Submitted its Decommissioning Application (Development Plan/Coastal Development Permit/Conditional Use Permit)
- October 2021, Application Deemed Complete; Work on EIR Began
- September 2022, SB 846 signed into law, providing a path to DCPD Extended Operations
- Path not Guaranteed so PG&E Requested EIR Preparation and Decommissioning Permitting to Continue
- Draft EIR Issued on July 28, 2023, for 60-day Public Review
- Final EIR to be Released/Planning Commission Hearings in early 2024



# What if EIR Certified & Decommissioning Project Approved, & Operations are Extended ?

## Two Questions:

### Land Use Permit

- Is the permit still valid?
  - Permit valid for 2 years unless extended or substantial site work has been performed
  - Two, one-year extensions can be granted

### Environmental Impact Report

- Are there changes triggering an EIR update?



# What if EIR Certified & Decommissioning Project Approved, & Operations are Extended ?

Prior to commencing decommissioning & assuming permit is valid:

- Are there changes to PG&E's decommissioning plans that are now inconsistent with EIR Project Description?
- Are there environmental studies/analyses that need to be updated (e.g., Biology, Transportation)?
- County to then conduct evaluation pursuant to CEQA Guidelines Sections 15162 - 15164 to determine whether Subsequent EIR, Supplemental EIR, or Addendum is required.

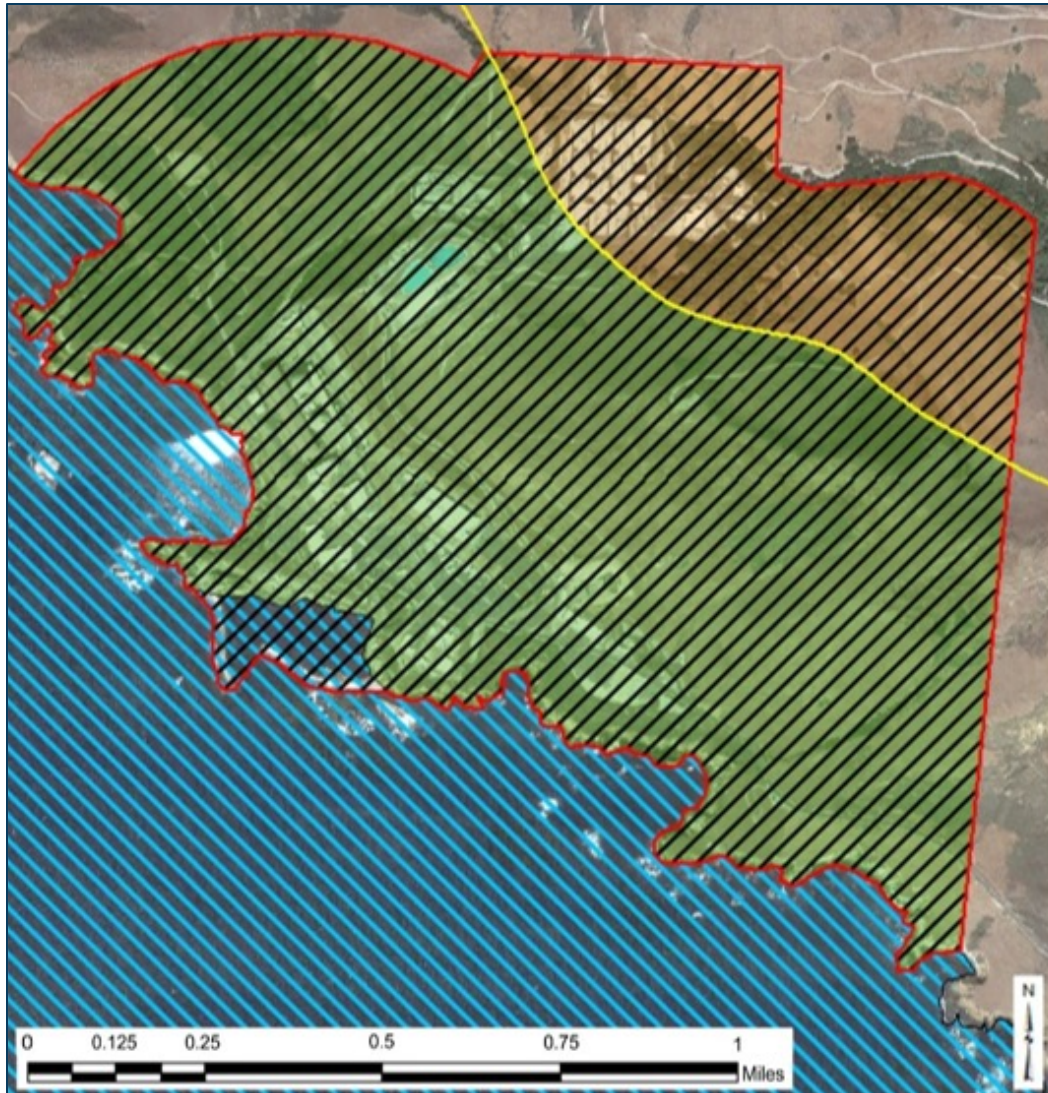


# Decommissioning Project Description

- **Background**
  - Agency Involvement
- **Power Plant Decommissioning**
  - Phase 1 & Phase 2 activities
  - Discharge Structure Removal & Restoration
  - Firing Range & Restoration
  - Waste Transportation



# Agency Jurisdictions



## LEGEND:

- Coastal Zone Boundary
- Nuclear Regulatory Commission\*
- San Luis Obispo County\*\*
- California Coastal Commission† & San Luis Obispo County
- California Coastal Commission & California State Lands Commission††

\* 10 Code of Federal Regulation 50:  
750-acre site

\*\* Title 22 of San Luis Obispo County Code

† Title 14, Division 5.5 of the  
California Code of Regulation (CCR)

†† Title 2, Division 3, Chapter 1 of CCR

# Draft EIR Preparation Consultation/Coordination

## Federal Agencies

- U.S. Fish and Wildlife Service
- National Marine Fisheries Service
- U.S. Nuclear Regulatory Commission

## State Agencies

- California Coastal Commission
- California State Lands Commission
- California Office of Historic Preservation
- California Department of Fish and Wildlife

## Tribal Governments

- yak tityu tityu yak tiłhini
- Santa Ynez Band of Chumash Indians
- Northern Chumash Tribal Council
- Coastal Band of the Chumash Nation

## Local Government

- San Luis Obispo Co. Public Works
- San Luis Obispo Co. Parks & Rec.
- San Luis Obispo Co. Environ. Health
- San Luis Obispo Co. Fire/CAL Fire
- San Luis Obispo Co. APCD
- Santa Barbara Co. APCD





# Project Description

Decommissioning would occur in two phases:

- Phase 1: 2024-2031 – Pre-Planning, Dismantlement, and Demolition Activities
- Phase 2: 2032-2039 – Soil Remediation, Final Status Surveys, and Final Site Restoration



# Decommissioning Activities

## Phase 1 - Decommissioning • 2024-2031

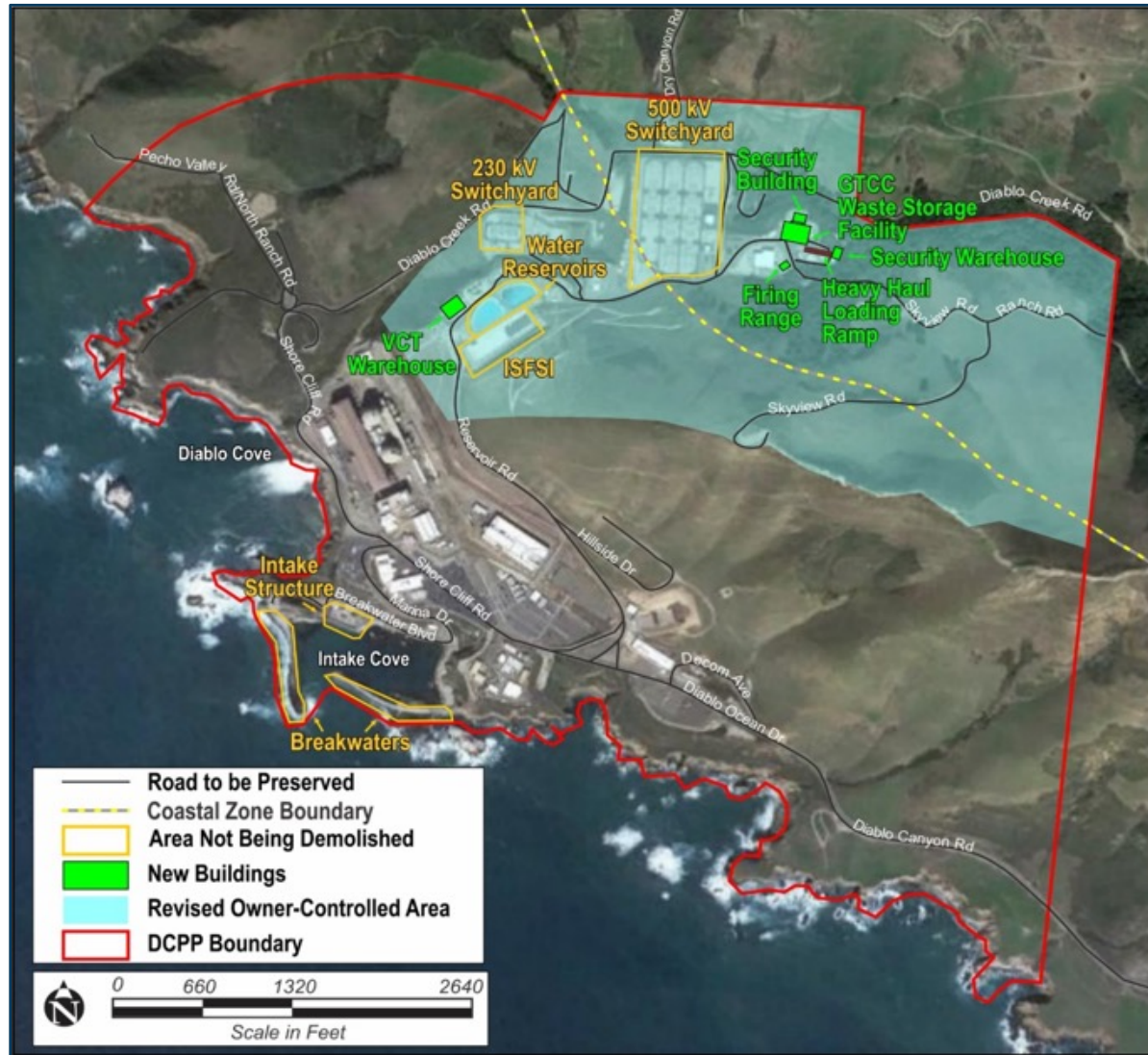
- ❖ Cold and Dark Modifications
- ❖ Site Security Modifications
- ❖ Site Infrastructure Modifications
- ❖ Railyard Modifications
- ❖ System and Area Closure
- ❖ Intake Structure Modification
- ❖ Auxiliary Saltwater System Cooling of Spent Fuel Pool
- ❖ Site Characterization Study
- ❖ Decontamination
- ❖ Building Demolition
- ❖ Stormwater Management
- ❖ Waste Transportation
- ❖ Reactor Pressure Vessel and Internals Removal and Disposal
- ❖ Large Component Removal Disposal
- ❖ Utilities, Remaining Structures, Roads, and Parking Area Demolition
- ❖ Remove electrical infrastructure servicing DCPD from the 230 kilovolt (kV) and 500 kV switchyards
- ❖ Discharge Structure Removal and Restoration
- ❖ Construct Waste Storage Facilities
- ❖ SNF and Greater Than Class C Waste Transfer to ISFSI and GTCC Storage Facility
- ❖ Water Management
- ❖ Soil Remediation
- ❖ Final Status Surveys
- ❖ Initial Site Restoration
- ❖ License Termination Plan
- ❖ Firing Range
- ❖ Retain Breakwaters
- ❖ Retain Intake Structure

## Phase 2 - Restoration • 2032-2039

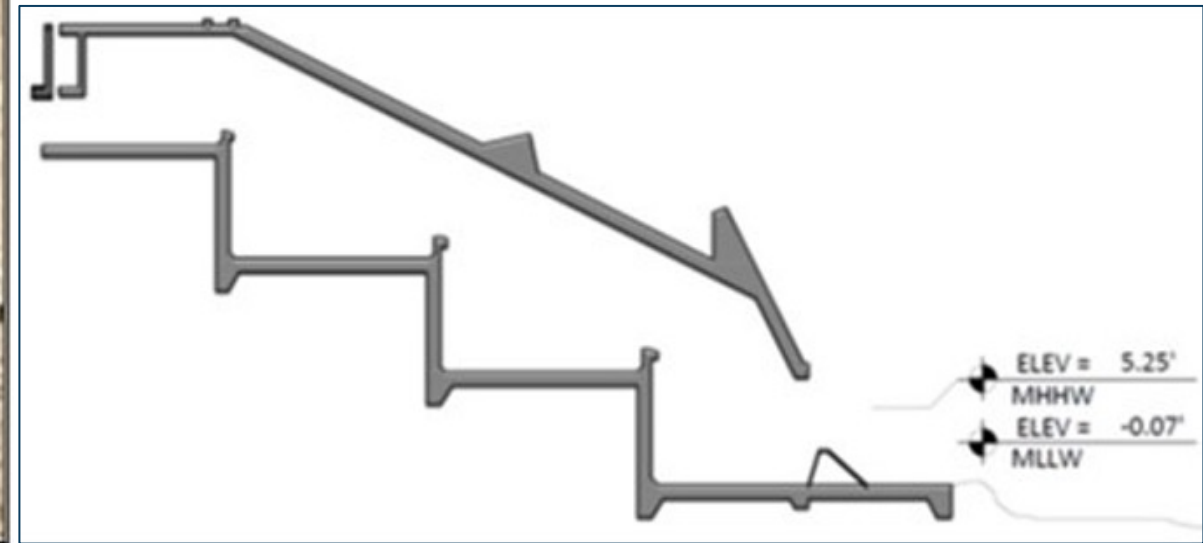
- ❖ Complete Waste Transportation
- ❖ Complete Soil Remediation
- ❖ Complete Final Status Surveys
- ❖ Intake Structure Closure
- ❖ NRC Part 50 License Termination
- ❖ Utilities, Remaining Structures, Roads, and Parking Area Demolition
- ❖ Final Site Restoration
- ❖ Long-Term Stormwater Management
- ❖ Post-Final Site Restoration Monitoring
- ❖ Construct Bluff-Top Road
- ❖ Release of Marina and Retention for Permitting and Reuse by Third-Party



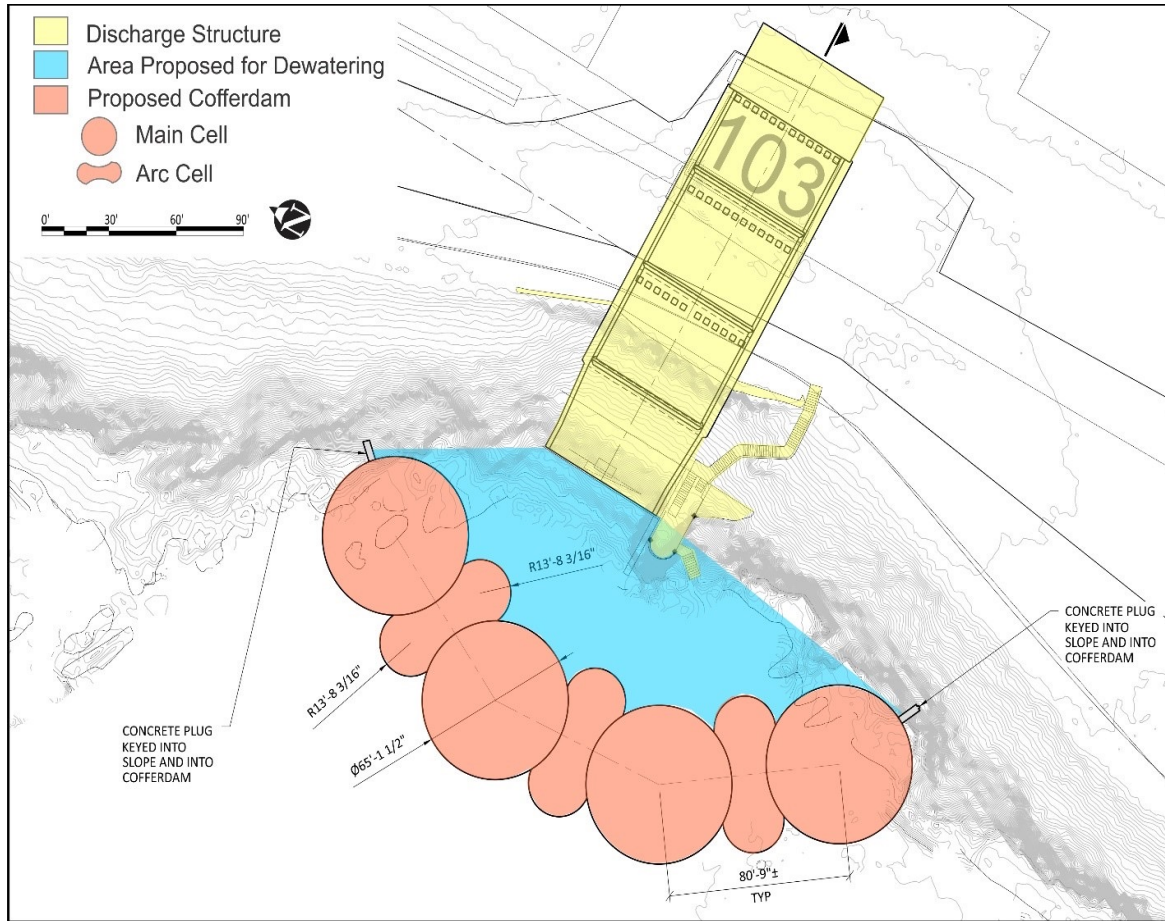
# Retained Structures and New Construction



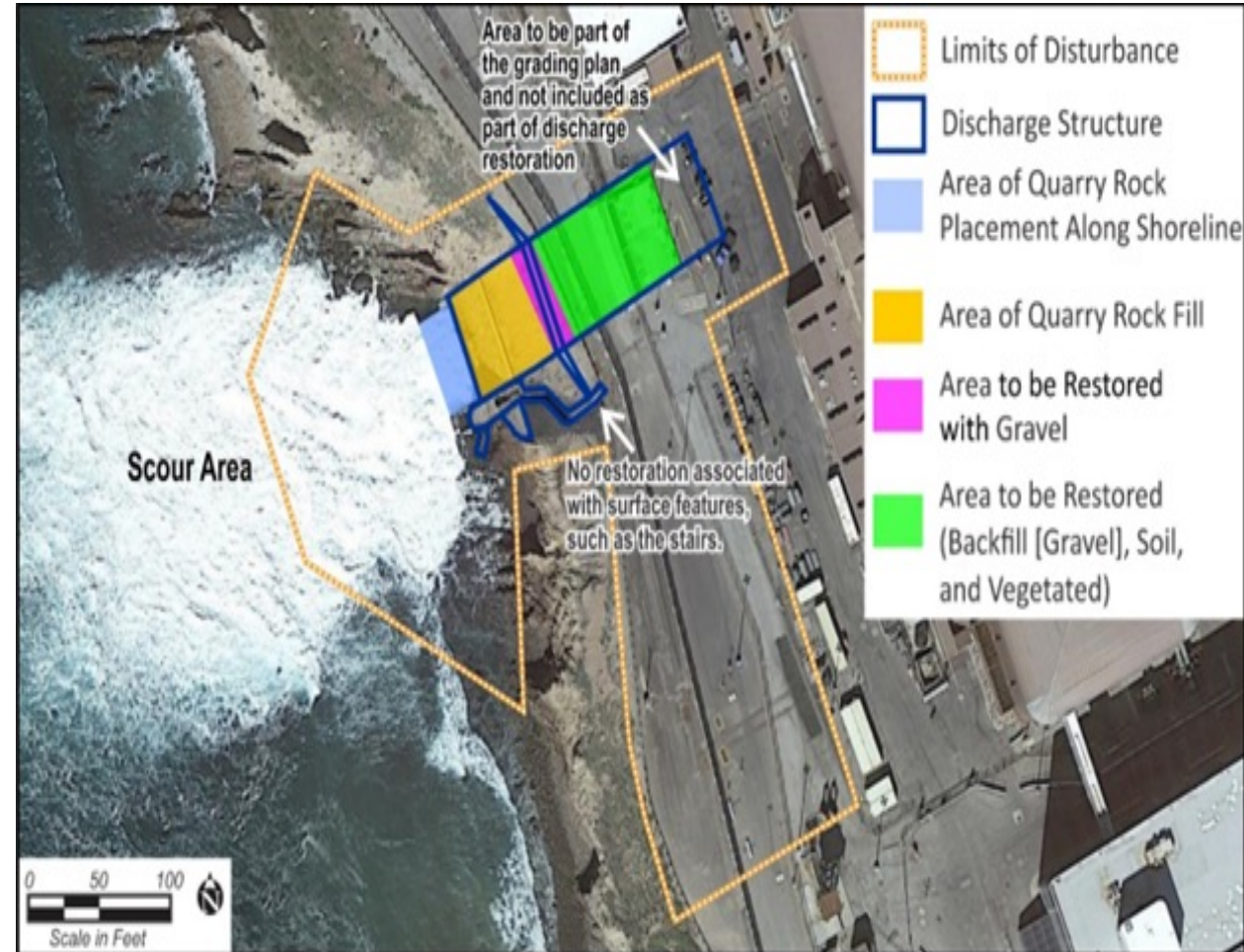
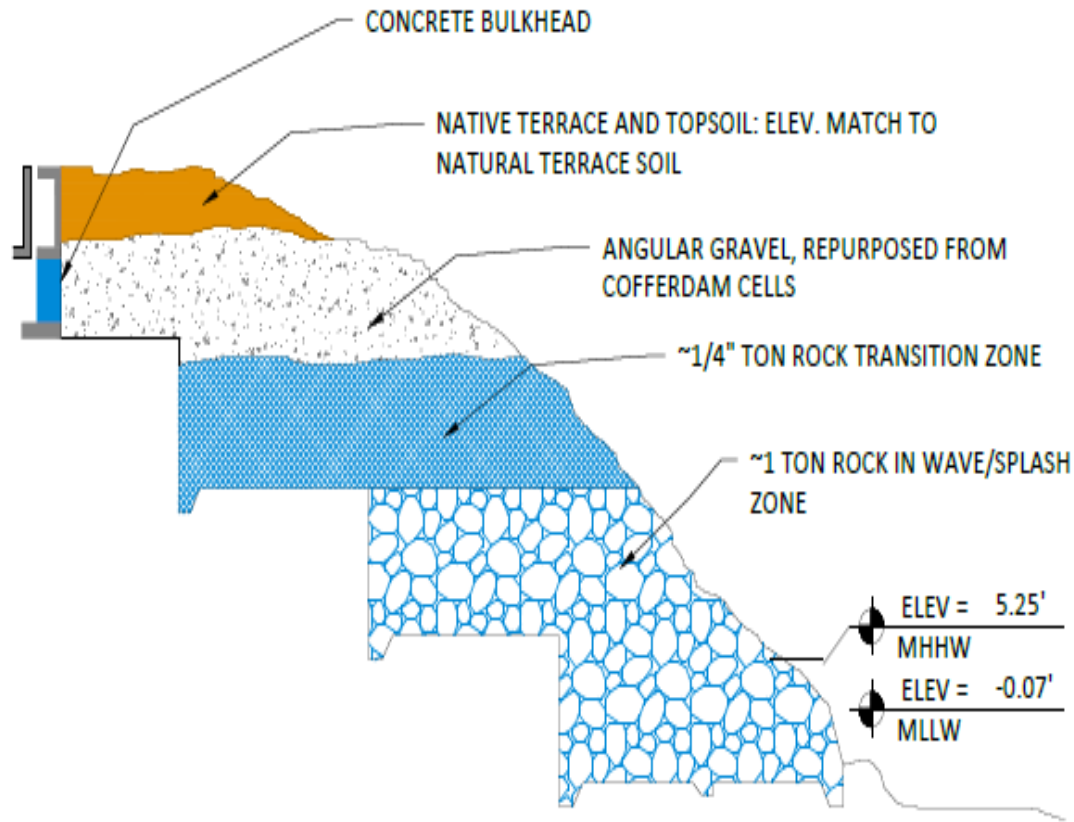
# Discharge Structure Removal & Restoration



# Discharge Structure Removal & Restoration



# Discharge Structure Removal & Restoration



# Discharge Structure Removal & Restoration

## Existing Condition



## Restoration Rendering



# Firing Range Restoration





# Firing Range Restoration Options

## Scenario 1 – Balanced Cut/Fill

- Approximately 10,000 CY of soil remediation (lead)
- Excess material from site-wide restoration used to partially backfill Firing Range (21,700 CY) - No excavation from SE Borrow Site

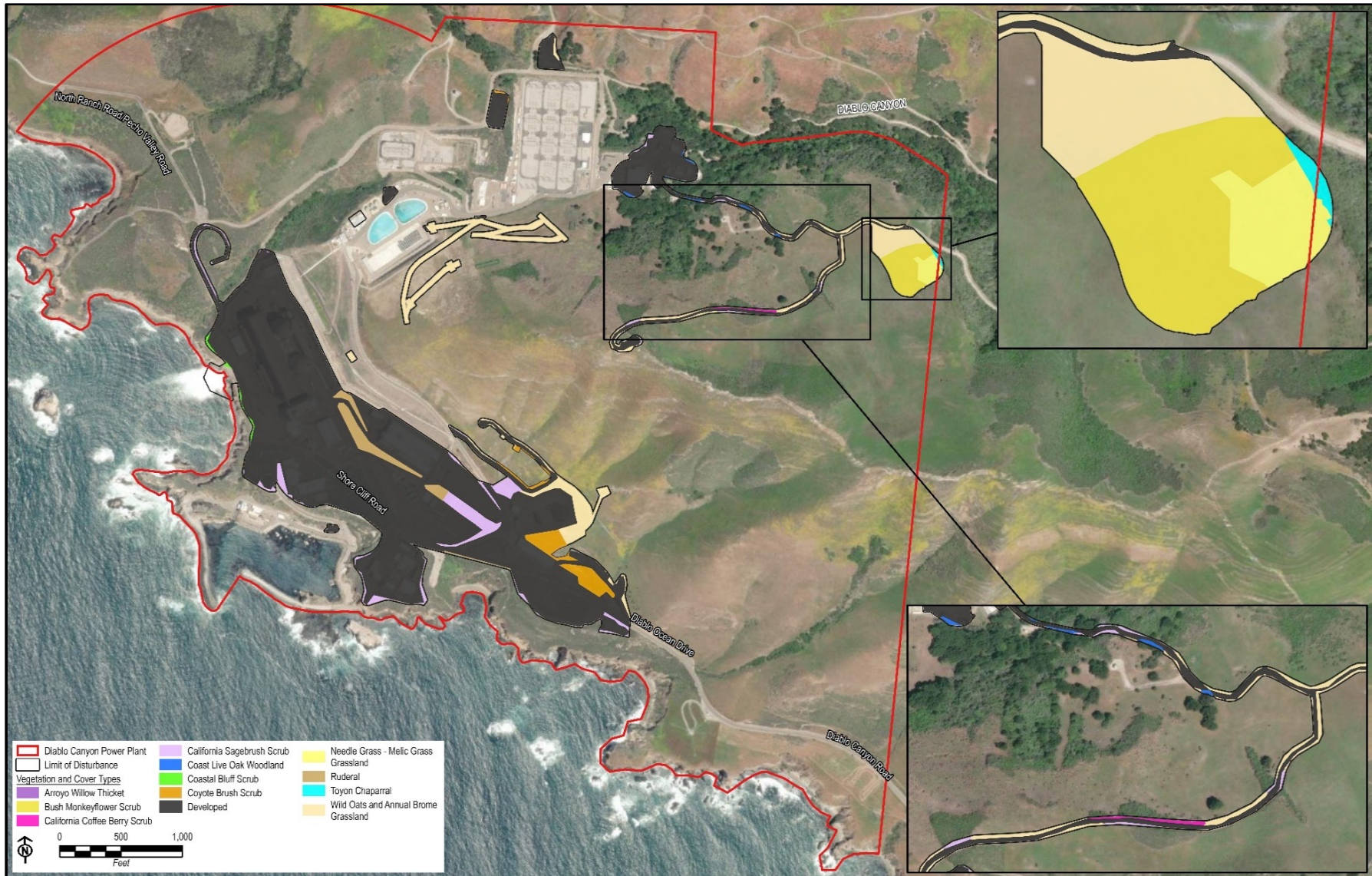
## Scenario 2 – Partial Backfill

- Approximately 10,000 CY of soil remediation (lead)
- Excess material from site-wide restoration plus excavated material around edge of Firing Range (38,100 CY)
- Approximately 29,339 CY of gravel from Discharge Structure Coffer Dam for backfilling of Firing Range - No excavation from SE Borrow Site

## Scenario 3 – Full Backfill

- Approximately 10,000 CY of soil remediation (lead)
- 233,000 CY of fill for backfilling – Requires excavation of SE Borrow Site





# Decommissioning Waste Transportation

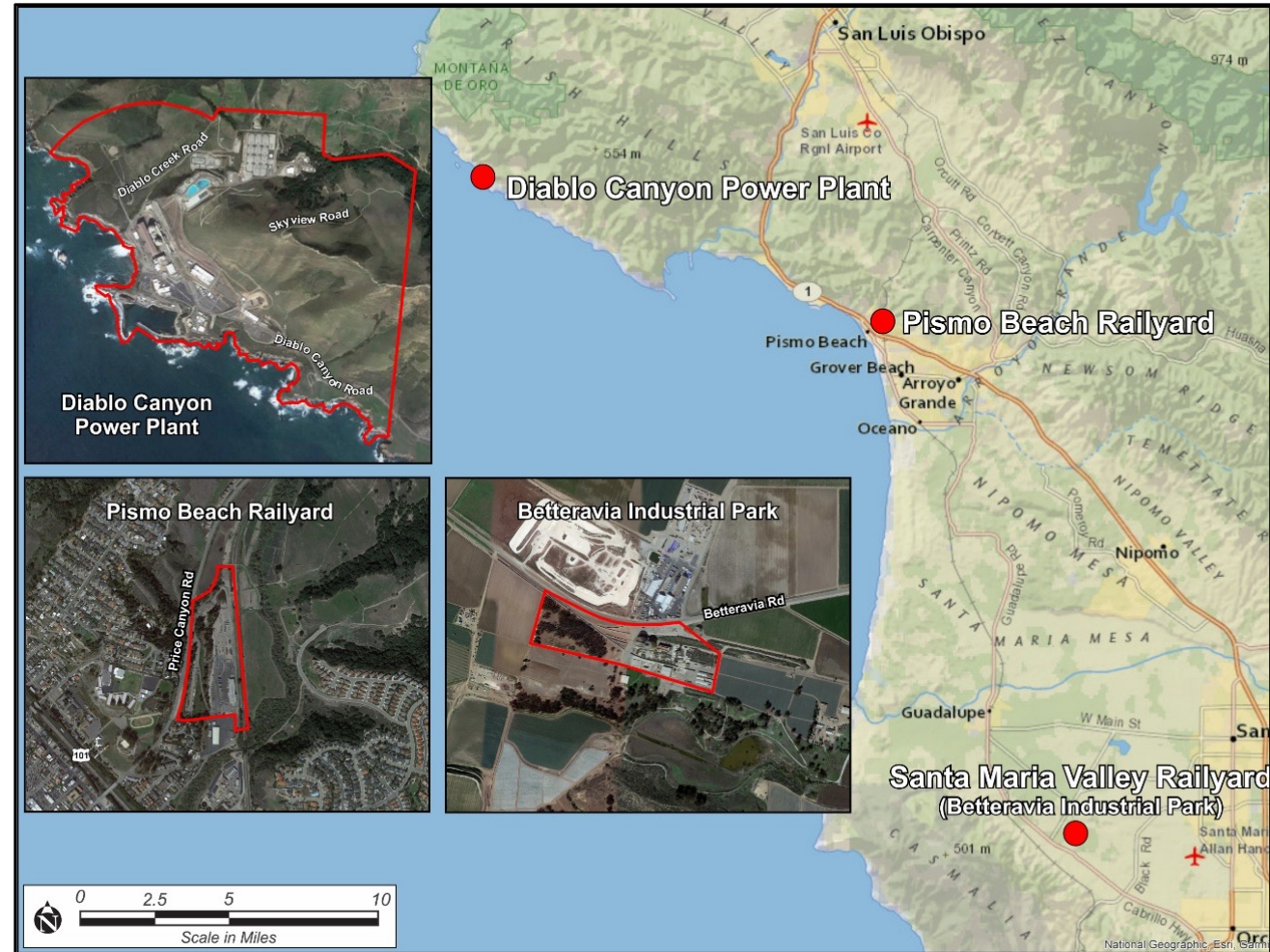
Three transportation modes will be used:

- Barge
- Truck
- Truck to Rail



# Decommissioning Waste Transportation Truck to Rail Locations

- Pismo Beach Railyard – Contingency location for non-hazardous, non-radiological waste
- Santa Maria Valley Railyard – Betteravia Industrial Park



# Decommissioning Waste Transportation

Source: DEIR Table 2-7 and Table 2-8

Mode of Transport by Waste Classification	Destination	Waste Tonnage	Number of Round Trips per Period			TOTAL TRIPS
			Phase 1		Phase 2	
			Period 1A 2024-2029	Period 1B 2030-2033	Period 2 2034-2035	
<b>DIRECT TRUCK</b>	Nevada, Texas, Utah, Arizona	6,933 (+ 1,140 ft <sup>3</sup> )	324	5	122	<b>451</b>
<b>BARGE to Northwest</b>	Portland & Boardman, Oregon for offload	496,999	—	28 (56 barges)	—	<b>28 (56 barges)</b>
<b>TRUCK to RAIL</b>	Clive, Utah, or Andrews, Texas	8,273	99	0	0	<b>99</b>

NOTE: Of the totals above, up to 122,069 tons of clean, recyclable waste could be routed by truck through Pismo Beach Railyard for rail transport, as a contingency. (DEIR Table 2-9)



# Decommissioning Waste Transportation

Source: Detail from Table 2-7

Large-Component Transport by Waste Classification	Destination	Number of Round Trips per Period		
		Phase 1		Phase 2
		Period 1A 2024-2029	Period 1B 2030-2033	Period 2 2034-2035
<b>Class A Waste via Direct Truck or Truck to SMVR</b>	Clive, Utah, or Andrews, Texas	20	—	—
<b>Class A Waste via Direct Specialty Transport Vehicle or to SMVR</b>	Clive, Utah, or Andrews, Texas	42	—	—
<b>Reactor Components (RPV-RPI) Class A/B/C Irradiated Metal via Specialty Transport Vehicle or to SMVR</b>	DCPP to SMVR to Waste Control Specialists in Andrews, Texas	37	—	—
<b>SUBTOTAL VIA TRUCK OR RAIL</b>		<b>99</b>	<b>0</b>	<b>0</b>



# Decommissioning Waste Transportation



# Decommissioning Waste Transportation

Example of Class A  
Waste Package



Example of Class B & C Waste  
Package





# Retain Marina for Permitting by Third Party



# Diablo Canyon Power Plant

## Existing Conditions



## Post-Decommissioning





# Diablo Canyon Power Plant Decommissioning Project

## Draft Environmental Impact Report

State Clearinghouse # 2021100559  
Development Plan/  
Coastal Development Permit/  
Conditional Use Permit  
# DRC2021-00092 (ED21-174)

July 2023



# Diablo Canyon Power Plant Decommissioning Project

## Draft Environmental Impact Report

State Clearinghouse # 2021100559  
Development Plan/  
Coastal Development Permit/  
Conditional Use Permit  
# DRC2021-00092 (ED21-174)

July 2023



# EIR Issue Areas Evaluated

- Aesthetics
- Air Quality
- Biological Resources – Terrestrial/Marine
- Cultural and Tribal Cultural Resources
- Energy
- Geology, Soils, and Coastal Processes
- Greenhouse Gas Emissions
- Hazardous and Radiological Materials
- Hydrology and Water Quality
- Land Use, Planning, and Agriculture
- Noise
- Public Services and Utilities
- Recreation and Public Access
- Transportation
- Wildfire
- Alternatives
- Other Considerations (Climate Change and Sea Level Rise, Commercial Fishing, Environmental Justice, State Tide and Submerged Lands Possessing Significant Environmental Values, Terrorism)



# Impacts Under CEQA

- Significant and Unavoidable (Class I) - Cannot be mitigated to a level of insignificance
- Less than Significant with Mitigation (Class II) – Impact can be reduced with implementation of mitigation
- Less than Significant (Class III) – No mitigation required
- No Impact – Not affected by the Project/Project Phase



# Summary of Significant Impacts

- Each issue area includes significance criteria tied to impact statements which are analyzed in EIR
- Seven significant (Class I) impacts were identified:
  - Marina Biology – Relocation of Black Abalone, if necessary
  - Cultural Resources – Impacts to Resources
  - Tribal Cultural Resources – Impacts to Resources



# Overview of Significant Impacts & Mitigation



# Significant Impact – Aesthetics

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Create new source of light and glare		✓	Less than Significant with Mitigation	No Impact	No Impact

## Mitigation

- Develop a lighting plan (AES-1) [SMVR-SB only]



# Significant Impacts – Air Quality

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Increase criteria pollutant(s) in non-attainment area	✓		Less than Significant with Mitigation	Less than Significant	Less than Significant
Expose sensitive receptors to pollutants	✓		Less than Significant with Mitigation	Less than Significant	Less than Significant

## Mitigation

- Implement a Decommissioning Activity Management Plan (AQ-1)
- Provide funding for or develop and implement off-site mitigation of equipment emissions (AQ-2)



# Significant Impacts - Terrestrial Biology

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Permanent or temporary loss of native vegetation communities	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation
Establish / spread noxious & invasive weeds or wildlife species	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant
Loss / disturbances of nesting or breeding birds or raptors	✓	✓	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation
Loss / disturbance of special-status plant species or their critical habitat	✓	✓	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation



# Significant Impacts – Terrestrial Biology, cont.

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Loss or disturbance of special-status terrestrial species or their critical habitat	✓	✓	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation
Permanent or temporary loss or disturbance to Environmentally Sensitive Habitat Areas	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation
Loss or disturbance of Federal/State protected wetlands	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant



# Mitigation Measures – Terrestrial Biology

- Worker Education (BIO-1)
- Habitat Restoration and Revegetation Plan (BIO-2)
- Oak and Native Mature Tree Protection Measures (BIO-3)
- Weed Management Plan (BIO-4)
- Biological Resources Adaptive Management Plan (BIO-5)
- Install 'No Entry' Signage at DCP (BIO-6)
- Nesting Bird Management Plan (BIO-7)
- Preconstruction Surveys for Special Status Plants & Avoidance Measures (BIO-8)
- Biological Monitoring and Reporting (BIO-9)
- Wildlife Impact Avoidance and Minimization Measures (BIO-10)



# Mitigation Measures – Terrestrial Biology, cont.

- Surveys and implement avoidance measures for Morro Shoulderband Snail, Crotch's Bumble Bee, and Monarch Butterfly (BIO-11, 12, 13)
- Preconstruction surveys for special-status Herpetofauna and implement avoidance measures (BIO-14)
- Install and maintain California Red-Legged Frog exclusion fencing (BIO-15)
- Clearance surveys and monitoring for California Red-Legged Frog (BIO-16)
- Preconstruction surveys and implement avoidance measures for Burrowing Owls, San Diego Desert Woodrat middens, American Badger and Ringtail dens, and Roosting Bats (BIO-17, 18, 19, 20)
- Implement a Decommissioning Activity Management Plan (AQ-1)
- Project Plan Updating, Tracking, and Reporting (EM-2)
- Drainage Plans (HWQ-1)
- Long-term Erosion and Sediment Control Plan (HWQ-2)



# Significant Impacts – Marine Biology

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Destroy / degrade marine habitat(s) during decommissioning activities	✓		Significant and Unavoidable	Significant and Unavoidable	Less than Significant with Mitigation
Harm or disturb marine special-status species	✓		Significant and Unavoidable	Significant and Unavoidable	Less than Significant
Generate noise / vibration levels above/below water surface resulting in disturbance/injury to marine life	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant



# Significant Impacts – Marine Biology, cont.

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Release pollutants into water during decommissioning	✓		Significant and Unavoidable	Significant and Unavoidable	Less than Significant with Mitigation
Introduce invasive/non-native species during decommissioning activities	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation



# Mitigation Measures – Marine Biology

- Eelgrass Monitoring Plan (MBIO-1)
- Marine Safety and Anchoring Plan (MBIO-2)
- Water Quality Monitoring Plan (MBIO-3)
- Cofferdam Installation and Dewatering Plan (MBIO-4)
- Preconstruction Survey for Black Abalone (MBIO-5)
- Marine Habitat Restoration and Monitoring Plan (MBIO-6)
- Marine Mammal and Sea Turtle Mitigation & Monitoring Plan (MBIO-7)
- Oil Spill Response Plan (MBIO-8)





# Mitigation Measures – Marine Biology, cont.

- Mooring Placement Habitat Survey (MBIO-9)
- Non-native aquatic species prevention measures (MBIO-10)
- Pre-construction *Caulerpa* (invasive algae) surveys (MBIO-11)
- Clean Marina Lease Provisions (HWQ-3)



# Significant Impacts – Cultural & Tribal Resources

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Cause substantial adverse change in significance of a historical resource	✓		Significant and Unavoidable	Significant and Unavoidable	Less than Significant with Mitigation
Cause substantial adverse change in significance of unique archeological resource	✓		Significant and Unavoidable	Significant and Unavoidable	Less than Significant with Mitigation
Disturbance of human remains	✓		Significant and Unavoidable	Significant and Unavoidable	Less than Significant with Mitigation
Cause substantial adverse change in significance of Tribal Cultural Resource	✓		Significant and Unavoidable	Significant and Unavoidable	Less than Significant with Mitigation



# Mitigation Measures – Cultural & Tribal Resources

- Retain a County-qualified Project Archaeologist; Archaeological Monitors; and a Project Osteologist (CUL-1, 2, & 4)
- Retain Chumash Tribal Monitors (CUL-3)
- Cultural Resources Monitoring and Discovery Plan (CUL-5)
- Worker Education (CUL-6)
- Archaeological & Tribal Monitoring (CUL-7)
- Unanticipated Discoveries (CUL-8)
- Requirements for decommissioning activities affecting known resources (CUL-9)



# Mitigation Measures – Cultural & Tribal Resources, cont.

- Plan to restrict public access after removal of Diablo Canyon Road Guard House Facilities (CUL-10)
- Restrict Access to Environmentally Sensitive Areas for Marina Operations (CUL-11)
- Discovery of Human Remains (CUL-12)



# Significant Impacts – Geology, Soils, & Coastal Processes

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Expose structures, workers, public to damage / injury due to surface fault rupture, ground shaking, seismically-induced slope failures, liquefaction, expansive or unstable soils	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant
Trigger erosion or cause slope failure due to grading, excavation, & removal of impervious surfaces	✓		Less than Significant	Less than Significant with Mitigation	Less than Significant with Mitigation
Destroy unique paleontological resources during grading & excavation	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation



# Significant Impacts – Geology, Soils, & Coastal Processes, cont.

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Expose structures, workers, public to damage / injury due to coastal hazards - flooding, bluff erosion, tsunamis, instability	✓		Less than Significant with Mitigation	Less than Significant	No Impact
Impair nearshore sediment properties, characteristics, or processes during / after decommissioning activities	✓		Less than Significant with Mitigation	Less than Significant	No Impact
Increase effects of coastal flooding or erosion associated with sea level rise during decommissioning activities	✓		Less than Significant with Mitigation	Less than Significant	No Impact



# Mitigation Measures – Geology, Soils, & Coastal Processes

- Final Engineering Geology Report and Geotechnical Investigation (GEO-1)
- Seismic Hazard Coastal Processes Assessment of Discharge Structure Backfill (GEO-2)
- Monitoring and Reporting of Potential Subsurface Structure Exposure (GEO-3)
- Worker Education – Paleontological Resources (GEO-4)
- Paleontological Resources Mitigation and Monitoring Plan (GEO-4)



# Mitigation Measures – Geology, Soils, & Coastal Processes, cont.

- Discharge Structure Backfill and Natural Bluff Site Inspection (GEO-5)
- Drainage Plans (HWQ-1)
- Long-term Erosion and Sediment Control Plan (HWQ-2)
- Water Quality Monitoring Plan (MBIO-3)
- Cofferdam Installation and Dewatering Plan (MBIO-4)
- Mooring Placement Habitat Survey (MBIO-9)





# Significant Impact – Greenhouse Gas Emissions

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Generate GHG emissions that may have significant impact on environment	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant

## Mitigation

- Plan to Reduce GHG Emissions or Surrender Offset Credits (GHG-1)

# Significant Impacts – Hazardous Materials

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Expose people to hazardous materials or create soil and/or groundwater contamination due to accidental spill or release	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation
Expose workers to hazardous materials from mobilization of existing soil or groundwater contamination	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	No Impact
Trigger a wildland fire exposing structures and people to significant risk of loss, injury, or death	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant



# Mitigation Measures – Hazardous Materials

- Diablo hazardous waste DTSC permit extension (HAZ-1)
- Hazardous waste DTSC permit for SMVR-SB site (HAZ-1)
- Worker Registration/Certification (HAZ-2)
- Soil and Groundwater Site Characterization Work Plan (HAZ-3)
- Facility Plan Updating, Tracking, and Reporting (PSU-1)
- Retain Diablo Canyon Fire Department and Emergency Facilities (PSU-2)
- Long-term Erosion and Sediment Control Plan (HWQ-2)
- Clean Marina Lease Provisions (HWQ-3)



# Significant Impacts – Radiological Materials

**Nuclear Regulatory Commission** – Has exclusive jurisdiction over all radiological aspects of Diablo Canyon. Under federal law, the state and local governments are preempted from imposing regulatory requirements concerning radiation hazards or nuclear safety.

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Release radioactive materials during decontamination & dismantlement	✓	✓	Less than Significant	Less than Significant	Less than Significant
Release radioactive airborne concentrations greater than regulatory limits	✓	✓	Less than Significant	Less than Significant	Less than Significant



# Significant Impacts – Radiological Materials

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Expand the existing/create a groundwater radioactive plume that could contaminate potable water	✓	✓	Less than Significant	Less than Significant	Less than Significant
Cause non-compliance with Federal regulations applicable to storage, use or transfer of radiological materials	✓	✓	Less than Significant	Less than Significant	Less than Significant
Increase radioactivity concentrations in soil/groundwater to a level that exceed decommissioning criteria	✓	✓	Less than Significant	Less than Significant	Less than Significant



# Significant Impacts – Hydrology / Water Quality

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Violate water quality standards, waste discharge requirements; create polluted runoff; or require additional treatment of dewatered structures, systems, components	✓	✓	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation
Degrade surface water quality by spilling chemicals, or introduce contaminants to surface water due to groundwater dewatering activities	✓	✓	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation



# Significant Impacts – Hydrology/Water Quality

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Degrade marine surface quality by increasing turbidity / debris during decommissioning activities; or, potentially exceed California Ocean Plan salinity requirements or reduce dissolved oxygen once power generation ceases	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation
Increase soil erosion/sedimentation by removing structures & impervious surfaces; altering drainage patterns; or exceeding capacity of stormwater conveyance structures	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	No Impact
Increased risk of pollutant release during tsunamis, floods, or earthquakes	✓		Less than Significant with Mitigation	Less than Significant	Less than Significant



# Mitigation Measures – Hydrology/Water Quality

- Prepare and Implement Drainage Plans (HWQ-1)
- Long-term Erosion and Sediment Control Plan (HWQ-2)
- Turbidity Monitoring (HWQ-4)
- Clean Marina Lease Provisions (HWQ-3)
- Oil Spill Response Plan (MBIO-8)
- Discharge Structure Backfill and Natural Bluff Site Inspection (GEO-5)
- Project Plan Updating, Tracking, and Reporting (EM-2)





# Significant Impacts – Land Use, Planning, & Agriculture

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Disrupt or displace an existing land use	✓	✓	Less than Significant with Mitigation	Less than Significant with Mitigation	No Impact

## Mitigation

- Truck Transportation to Occur Outside of Peak Hours (TRA-1)
- Specialty Heavy-Haul Transport Vehicle Transportation Management Plan (TRA-2)
- Decommissioning Liaison (TRA-3)
- Advance Notification of Decommissioning Activities (TRA-4)
- Quarterly Decommissioning Updates (TRA-5)
- Project Plan Updating, Tracking, and Reporting (EM-2)



# Significant Impacts – Noise

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Expose sensitive receptors to noise levels above established standards		✓	Less than Significant with Mitigation	Less than Significant	Less than Significant
Substantially increase ambient noise levels		✓	Less than Significant with Mitigation	Less than Significant	Less than Significant
Cumulative impacts		✓	Less than Significant with Mitigation	Not Cumulatively Considerable	

## Mitigation

- Noise Barrier at Pismo Beach Railyard (NOI-1)
- Coordinate Pismo Beach Railyard and Frady Lane Realignment Construction Schedules (NOI-2)



# Significant Impacts – Public Services & Utilities

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Affect emergency services & response times, necessitating new/altered services or facilities	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation

## Mitigation

- Facility Plan Updating, Tracking, and Reporting (PSU-1)
- Retain the Diablo Canyon Fire Department and Emergency Facilities (PSU-2)
- Truck Transportation to Occur Outside of Peak Hours (TRA-1)
- Specialty Heavy-Haul Transport Vehicle Transportation Management Plan (TRA-2)
- Plan for Restricting Public Access After Removal of Diablo Road Guard House Facilities (CUL-10)



# Significant Impacts – Recreation & Public Access

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Permanent or temporary restrictions/ prohibitions on public access and/or recreation	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant
Restrict access to coastal and other recreational facilities due to decommissioning traffic	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant
Expose users of recreational facilities to hazards during decommissioning	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant



# Mitigation Measures – Recreation & Public Access

- Commercial Fishing Operations Access Plan for Avila Beach Drive (REC-1)
- Truck Transportation to Occur Outside of Peak Hours (TRA-1)
- Specialty Heavy-Haul Transport Vehicle Transportation Management Plan (TRA-2)
- Decommissioning Liaison (TRA-3)
- Advance Public Notification of Decommissioning Activities (TRA-4)
- Quarterly Decommissioning Updates to the County and the Public (TRA-5)
- Coordination with Harbormasters (TRA-7)
- Project Plan Updating, Tracking, and Reporting (EM-2)



# Significant Impacts - Transportation

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Add traffic to a roadway with design features incompatible with Project vehicles	✓	✓	Less than Significant with Mitigation	Less than Significant with Mitigation	No Impact
Close both lanes of traffic on a primary ingress/egress roadway that would impact emergency access	✓	✓	Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant
Affect safety for marine vessels due to increased offshore vessel use	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant



# Mitigation Measures – Transportation

- Truck transportation will occur only during off-peak hours (TRA-1)
- Specialty Heavy-Haul Vehicle Transportation Management Plan (TRA-2)
- Decommissioning Liaison (TRA-3)
- Advance Notification of Decommissioning Activities (TRA-4)
- Quarterly Decommissioning Updates (TRA-5)
- Diablo Creek Crossing Structure Inspection and Repair (TRA-6)
- Coordination with Harbormasters (TRA-7)
- Marine Surveyor Assessment (TRA-8)
- Project Plan, Updating, Tracking, and Reporting (EM-2)



# Significant Impact – Wildfire

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Substantially impair adopted emergency response/evacuation plans	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant with Mitigation
Exacerbate wildfire risks to workers or nearby residences due to changing slopes and wind access	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant





# Significant Impact – Wildfire

Impact	DCPP	Rail Site	Phase 1	Phase 2	Post-Decom
Exacerbate wildfire risks/ impact environment due to new and/or maintenance of roads, fuel breaks, water sources, or utilities	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant
Expose people/structures to downslope/downstream risks from post-fire runoff, slope instability, and/or drainage changes	✓		Less than Significant with Mitigation	Less than Significant with Mitigation	Less than Significant



# Mitigation Measures – Wildfire

- Facility Plan Updating, Tracking, and Reporting (PSU-1)
- Retain the DCPP Fire Department and Emergency Facilities (PSU-2)
- Truck transportation will occur only during off-peak hours (TRA-1)
- Specialty Heavy-Haul Vehicle Transportation Management Plan (TRA-2)
- Implement Oak and Native Mature Tree Protection (BIO-3)



# Alternatives



# Alternatives Considered & Eliminated

- Intake Structure Removal
- Breakwater Removal
- Full Removal of Onshore Subsurface Structures
- Partial Discharge Structure Removal
- Discharge Structure Leave-in-Place With Bulkhead
- Less Than 25 mrem Remediation Threshold
- Santa Maria Valley Railyard – Santa Maria (SMVR-SM) Site



# Next Steps



# Draft Environmental Impact Report

- Draft EIR released on July 28, 2023
- The Draft EIR is available on the County website
  - ❖ [www.slocounty.ca.gov/DCPPDecom](http://www.slocounty.ca.gov/DCPPDecom)
  - ❖ County Planning & Building Dept. Office
  - ❖ SLO County Libraries, Santa Maria Library, and Guadalupe Library
- Public is invited to submit **written** comments on the Draft EIR contents
- The comment period ends on September 25, 2023, at 5:00 p.m.



# Draft Environmental Impact Report

- A Final EIR anticipated to be released in early 2024
- The Final EIR will include responses to **written** comments received during DEIR comment period
- **Written** comments must be submitting by 5:00 p.m. on September 25 to:
  - **Email: diablo@co.slo.ca.us**
  - U.S. Mail: Susan Strachan, San Luis Obispo County Department of Planning & Building, 976 Osos St., Rm 300, San Luis Obispo, CA 93408.



# Thank you!



COUNTY OF SAN LUIS OBISPO





DIABLO CANYON  
Decommissioning Engagement Panel



# Public Comment to DCDEP

Moderator  
Michael Lucas, Panel Member

**Comments to the DCDEP will not become part of the official County Draft EIR record.**

---

## Send Written Comments on the Draft EIR to:

Email - [diablo@co.slo.ca.us](mailto:diablo@co.slo.ca.us)

Mail - Susan Strachan  
San Luis Obispo County Department of Planning & Building  
976 Osos St., Rm 300  
San Luis Obispo, CA 93408

**Comments must be received no later than 5:00 PM on September 25, 2023**



DIABLO CANYON  
Decommissioning Engagement Panel

# Diablo Canyon Decommissioning Engagement Panel

August 9, 2023

Thank you for your  
participation



Visit <http://DiabloCanyonPanel.org> for meeting video,  
presentation slides, meeting transcript, and support materials