

California Department of Transportation

DIVISION OF AERONAUTICS - M.S. #40
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November 7, 2024

Peter Kaljian
Planner
Permit Sonoma
2550 Ventura Ave.
Santa Rosa, CA 95403

Re: SCH # 2024100398 - File No. PLP22-0025 Borealis Energy Storage Project

Dear Mr. Kaljian

The California Department of Transportation (Caltrans), Division of Aeronautics (DOA), has reviewed the Notice of Preparation (NOP) for the Borealis Energy Storage Project, along with the provided project design plan.

We have determined that the project site falls within the Referral Safety Zone (RSZ) of the Petaluma Municipal Airport, as outlined in the Airport Land Use Compatibility Plan (ALUCP). While we acknowledge the potential benefits of energy storage projects, it is crucial to ensure that such projects do not negatively impact aviation safety.

To address this concern, we recommend that the project proponent carefully review the project design plan and consider the following:

Height and Obstruction: To ensure compliance with FAA regulations and local ordinances, the height of all structures, including battery enclosures, power conversion systems, and associated equipment, should be verified. Coordination with the FAA and the Petaluma Municipal Airport is necessary to obtain specific height restrictions and potential airspace limitations. Additionally, the potential impact on airport radar systems should be evaluated, and mitigation measures, such as shielding or relocating sensitive equipment, should be implemented if necessary.

Bird Hazard Mitigation: A detailed bird hazard assessment should be conducted to identify potential bird hazards associated with the project site and surrounding areas. Bird-friendly

Mr. Peter Kaljian , Planner
November 7, 2024
Page 2

design features, such as bird-safe glazing, vegetation management, and predator perches, should be incorporated to minimize bird attraction. If necessary, bird deterrents, such as acoustic deterrents or visual deterrents, should be considered.

Electromagnetic Interference: The potential for electromagnetic interference with airport radar systems, communication systems, and other critical aviation infrastructure should be assessed. Consulting with aviation experts can help identify potential mitigation measures, such as shielding or filtering.

Emergency Response and Fire Safety: A comprehensive emergency response plan should be developed to address potential hazards, including fires. Coordination with local fire departments is essential to develop appropriate fire suppression and evacuation procedures. Additionally, ensuring that emergency vehicles can access the site without obstruction is crucial.

Lighting and Glare: The lighting system should be designed to minimize glare and light trespass onto the airport and surrounding areas. Coordination with the FAA and the Airport is necessary to obtain specific lighting requirements and restrictions.

Security and Fencing: Fencing materials and design should be chosen to minimize bird attraction. Security measures should be implemented to prevent unauthorized access and potential vandalism.

We strongly recommend that the project proponent engage with the FAA and the Petaluma Municipal Airport to address these concerns and develop a comprehensive mitigation plan. We look forward to reviewing the Draft Environmental Impact Report (DEIR) to ensure that all potential impacts to aviation safety have been adequately addressed.

Thank you for the opportunity to review and comment. If you have any questions, please contact me by email at nirupama.stalin@dot.ca.gov.

Sincerely,



Recoverable Signature

X Nirupama Stalin

Signed by: 63660214-085a-4ef0-b241-6d45438a3fcf

Nirupama Stalin
Senior Transportation Planner
Division of Aeronautics

Mr. Peter Kaljian , Planner
November 7, 2024
Page 3

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