Proponent's Environmental Assessment for SoCalGas's Ventura Compression Station Modernization Project

August 24, 2023 (PEA Filing Date)

PREPARED FOR:

SoCalGas
555 West 5th Street
Los Angeles, California
90013

The proposed Project includes replacing three existing natural gas compressors with two new natural gas and two new electric motor-driven compressors to be housed in a new compressor building, as well as other site improvements including a new office building, warehouse, storm drain facilities, pipeline interconnections and storage tanks, and other ancillary site improvements.

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FINAL

Proponent's Environmental Assessment for the

Ventura Compressor Station Modernization Project

AUGUST 2023

Prepared for:

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
µg/m^3	micrograms per cubic meter
AB	Assembly Bill
ACBM	asbestos-containing building material
ACC	Advanced Clean Cars
ADT	average daily traffic
AERMOD	American Meteorological Society/EPA Regulatory Model
AFRC	Air Fuel Ratio Controller
AFY	acre-feet per year
ALUC	Airport Land Use Commission
amsl	above mean sea level
APM	Applicant-Proposed Measure
APN	Assessor's Parcel Number
ASEoD	AT&T Switched Ethernet Network on Demand
ATC	Authority to Construct
BACT	Best Available Control Technology
Bcf	billion cubic feet
BESS	battery energy storage system
bgs	below ground surface
BMP	best management practice
BTEX	benzene, toluene, ethylbenzene, and xylenes
Btu/HP-hr	British thermal units per horsepower-hour
C&D	construction and demolition
CadnaA	Computer Aided Noise Abatement
CAISO	California Independent System Operator
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CalGEM	California Geologic Energy Management Division
CALGreen	California Green Building Standards Code
Cal OES	California Governor's Office of Emergency Services
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CARP	Climate Action and Resilience Plan
CBC	California Building Code
CCAR	California Climate Action Registry
CCR	California Code of Regulations

Acronym/Abbreviation	Definition
CEC	California Energy Commission
CEMS	continuous emissions monitoring shelter
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
cf	cubic feet
CFPP	Construction Fire Prevention Plan
CFR	Code of Federal Regulations
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	methane
CHRIS	California Historical Resources Information System
CMWD	Casitas Municipal Water District
CNDDB	California Natural Diversity Database
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPAD	California Protected Areas Database
CPCN	Certificate of Public Convenience and Necessity
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CY	cubic yard
DCE	dichloroethene
DOC	California Department of Conservation
DOT	U.S. Department of Transportation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EAP	Energy Action Plan
EHD	Environmental Health Division
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
EPC	engineering, procurement, and construction
ESA	Environmental Site Assessment
ESD	emergency shut down
FAA	Federal Aviation Administration
FE	federal endangered
FEMA	Federal Emergency Management Agency

Acronym/Abbreviation	Definition
FERC	Federal Energy Regulatory Commission
FESA	federal Endangered Species Act
FHSZ	fire hazard severity zone
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FRAP	Fire and Resource Assessment Program
FTA	Federal Transit Administration
GHG	greenhouse gas
GO	General Order
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWP	global warming potential
HAP	hazardous air pollutants
HazMat	Hazardous Materials
HCP	habitat conservation plan
HCWC	Habitat Connectivity and Wildlife Corridor
HFTD	High Fire-Threat District
HHZ	High Hazard Zone
HMBP	hazardous materials business plan
HMMP	Hazardous Materials Management Plan
HP	horsepower
HRA	Health Risk Assessment
HSC	California Health and Safety Code
IFC	International Fire Code
IOU	investor-owned electric or natural gas utility
IPCC	Intergovernmental Panel on Climate Change
KOP	key observation point
kV	kilovolt
kW	kilowatt
kWh	kilowatt-hours
LACM	Natural History Museum of Los Angeles County
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	lead-based paint
LC	lucent connector
LEV	Low-Emission Vehicle
LOTO	Lock-Out Tag-Out
LRA	Local Responsibility Area
LUC	Land Use Covenant
LUST	Leaking Underground Storage Tank
MBPA	California Migratory Bird Protection Act
MBTA	Migratory Bird Treaty Act
Mcf	thousand cubic feet

Acronym/Abbreviation	Definition
MGP	Ventura Manufactured Gas Plant
MLD	most likely descendant
MMcf	million cubic feet
MMcfd	million cubic feet per day
MMscf	million standard cubic feet
MMscfd	million standard cubic feet per day
mph	miles per hour
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
MT	metric ton
MTBE	methyl-tert-butyl ether
MW	megawatt
MWh	megawatt-hours
mya	million years ago
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NDE	non-destructive examination
NEHRPA	National Earthquake Hazards Reduction Program Act
NEPA	National Environmental Policy Act
NESHAP	National Emission Standard for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NHP	nominal horsepower
NIMS	National Incident Management System
NNL	National Natural Landmark
NO_x	nitrogen oxides
NPA	Non-Pipeline Alternative
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSCR	non-selective catalytic reduction
NSR	New Source Review
OA	Ventura County Operational Area
OEM	original equipment manufacturer's
OFO	Operational Flow Order
OIR	Order Instituting Rulemaking
OPR	Governor's Office of Planning and Research
OSFM	Office of the State Fire Marshal
OSHA	Occupational Safety and Health Administration
P-C	Production/Consumption
PAH	polycyclic aromatic hydrocarbon
PDC	Power Distribution Center

Acronym/Abbreviation	Definition
PEA	Proponent's Environmental Assessment
PEIR	Program Environmental Impact Report
PG&E	Pacific Gas and Electric Company
PHMSA	Pipeline and Hazardous Materials Safety Administration
$PM_{2.5}$	fine particulate matter
PM_{10}	respirable particulate matter
ppm	parts per million
ppmv	parts per million by volume
PPV	peak particle velocity
PRPA	Paleontological Resources Preservation Act
psig	pounds per square inch gauge
PSSR	Pre-Startup Safety Review
PTE	potential to emit
RAW	Removal Action Workplan
RAWS	Remote Automated Weather Station
RCRA	Resource Conservation and Recovery Act
RFS	Renewable Fuel Standard
RFSU	Ready for Startup
RMS	root mean square
RNG	renewable natural gas
ROC	reactive organic compound
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCADA	supervisory control and data acquisition
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SE	state endangered
SED	Safety and Enforcement Division
SEMS	Standardized Emergency Management System
SGMA	Sustainable Groundwater Management Act
SHMP	State Hazard Mitigation Plan
SLM	sound level meter
SMARA	Surface Mining and Reclamation Act
SOAR	Save Open-Space and Agricultural Resources
SPCC	Integrated Storm Water/Oil Spill Prevention, Control, and Countermeasure Plan
SR	State Route
SRA	State Responsibility Area
SRI	supplemental remedial investigation

Acronym/Abbreviation	Definition
SSC	California species of special concern
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCE	trichloroethene
TDS	total dissolved solids
TMDL	total maximum daily load
TPH	total petroleum hydrocarbons
TPH-d	total petroleum hydrocarbons, diesel range
TPH-g	total petroleum hydrocarbons, gasoline range
TPY	tons per year
TPZ	timberland production zone
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
VC	vinyl chloride
VCAPCD	Ventura County Air Pollution Control District
VCFD	Ventura City Fire Department
VCTC	Ventura County Transportation Commission
VCWPD	Ventura County Watershed Protection District
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	volatile organic compound
VUSD	Ventura Unified School District
WMP	Wildfire Management Plan
WUI	wildland–urban interface
ZEV	Zero-Emission Vehicle

Proponent's Environmental Assessment Checklist

1 Executive Summary

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
1.1: Project Summary. Provide a summary of the proposed project and its underlying purpose and basic objectives.	1.1, Project Summary p. 1-1	
1.2: Land Ownership and Right-of-Way Requirements. Provide a summary of the existing and proposed land ownership and rights-of-way for the proposed project.	1.2.2, Existing Rights-of-Way or Easements p. 1-4	
1.3: Areas of Controversy. Identify areas of anticipated controversy and public concern regarding the project.	1.3, Areas of Controversy p. 1-4	
1.4: Summary of Impacts a) Identify all impacts expected by the Applicant to be potentially significant. Identify and discuss Applicant Proposed Measures here and provide a reference to the full listing of Applicant Proposed Measures provided in the table described in Section 3.11 of this PEA Checklist. b) Identify any significant and unavoidable impacts that may occur.	1.4, Summary of Impacts p. 1-5	
1.5: Summary of Alternatives. Summarize alternatives that were considered by the Applicant and the process and criteria that were used to select the proposed project.	1.5, Summary of Alternatives p. 1-6	
1.6: Pre-Filing Consultation and Public Outreach Summary. Briefly summarize Pre-filing consultation and public outreach efforts that occurred and identify any significant outcomes that were incorporated into the proposed project.	1.6, Agency Coordination and Public Outreach Efforts p. 1-8	
1.7: Conclusions. Provide a summary of the major PEA conclusions.	1.4, Summary of Impacts p. 1-5	
1.8: Remaining Issues. Describe any major issues that must still be resolved.	N/A	

2 Introduction

2.1 Project Background

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
2.1.1: Purpose and Need a) Explain why the proposed project is needed. b) Describe localities the proposed project would serve and how the project would fit into the local and regional utility system. c) If the proposed project was identified by the California Independent System Operator (CAISO), thoroughly describe the CAISO's consideration of the proposed project and provide the following information: i. Include references to all CAISO Transmission Planning Processes that considered the proposed project. ii. Explain if the proposed project is considered an economic, reliability, or policy-driven project or a combination thereof. iii. Identify whether and how the Participating Transmission Owner recommended the project in response to a CAISO identified need, if applicable. iv. Identify if the CAISO approved the original scope of the project or an alternative and the rationale for their approval either for the original scope or an alternative. v. Identify how and whether the proposed project would exceed, combine, or modify in any way the CAISO identified project need. vi. If the Applicant was selected as part of a competitive bid process, identify the factors that contributed to the selection and CAISO's requirements for in-service date. d) If the project was not considered by the CAISO, explain why.	2.1.1, Project Background p. 2-1	
(Natural Gas Storage Only) a) Provide storage capacity or storage capacity increase in billion cubic feet. If the project does not increase capacity, make this statement. b) Describe how existing storage facilities will work in conjunction with the proposed project. Describe the purchasing process (injection, etc.) and transportation arrangements this facility will have with its customers.	2.1.1, Project Background p. 2-1	
2.1.2: Project Objectives a) Identify and describe the basic project objectives.[1] The objectives will include reasons for constructing the project based on its purpose and need (i.e., address a specific reliability issue). The description of the project objectives will be sufficiently detailed to permit CPUC to independently evaluate the project need and benefits to accurately consider them in light of the potential environmental impacts. The basic project objectives will be used to guide the alternatives screening process, when applicable.	2.1.2, Project Objectives p. 2-13	

[1] Tangential project goals should not be included as basic project objectives, such as, minimizing environmental impacts, using existing ROWs and disturbed land to the maximum extent feasible, ensuring safety during construction and operation, building on property already controlled by the Applicant/existing site control. Goals of this type do not describe the underlying purpose or basic objectives but, rather, are good general practices for all projects.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
b) Explain how implementing the project will achieve the basic project objectives and underlying purpose and need. c) Discuss the reasons why attainment of each basic objective is necessary or desirable.		
2.1.3: Project Applicant(s). Identify the project Applicant(s) and ownership of each component of the proposed project. Describe each Applicant's utility services and their local and regional service territories.	2.1.3, Project Applicant p. 2-14	

2.2 Pre-Filing Consultation and Public Outreach

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
2.2.1: Pre-filing Consultation and Public Outreach a) Describe all Pre-filing consultation and public outreach that occurred, such as, but not limited to: i. CAISO ii. Public agencies with jurisdiction over project areas or resources that may occur in the project area iii. Native American tribes affiliated with the project area iv. Private landowners and homeowner associations v. Developers for large housing or commercial projects near the project area vi. Other utility owners and operators vii. Federal, state, and local fire management agencies b) Provide meeting dates, attendees, and discussion summaries, including any preliminary concerns and how they were addressed and any project alternatives that were suggested. c) Clearly identify any significant outcomes of consultation that were incorporated into the proposed project. d) Clearly identify any developments that could coincide or conflict with project activities (i.e., developments within or adjacent to a proposed ROW).	2.2.1, Description of Pre-Filing Consultation and Public Outreach p. 2-14	
2.2.2: Records of Consultation and Public Outreach. Provide contact information, notification materials, meeting dates and materials, meeting notes, and records of communication organized by entity as an Appendix to the PEA (Appendix G).	2.2.2, Records of Consultation and Public Outreach p. 2-15	

2.3 Environmental Review Process

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
2.3.1: Environmental Review Process. Provide a summary of the anticipated environmental review process and schedule.	2.3, Environmental Review Process p. 2-15	
2.3.2: CEQA Review a) Explain why CPUC is the appropriate CEQA Lead agency. b) Identify other state agencies and any federal agencies that may have discretionary permitting authority over any aspect of the proposed project. c) Identify all potential involvement by federal, state, and local agencies not expected to have discretionary permitting authority (i.e., ministerial actions). d) Summarize the results of any preliminary outreach with these agencies as well as future plans for outreach.	2.3.1, CEQA Review and Permitting p. 2-15	
2.3.3: NEPA Review (if applicable). If review according to the National Environmental Policy Act (NEPA) is expected, explain the portions of the project that will require the NEPA review process. Discuss which agency is anticipated to be the NEPA Lead agency if discretionary approval by more than one federal agency is required.	2.3.2, NEPA Review p. 2-16	
2.3.4: Pre-filing CEQA and NEPA Coordination. Describe the results of Pre-filing coordination with CEQA and NEPA review agencies (refer to CPUC's Pre-Filing Consultation Guidelines). Identify major outcomes of the Pre-filing coordination process and how the information was incorporated into the PEA, including suggestions on the type of environmental documents and joint or separate processes based on discussions with agency staff.	2.3.3, Pre-Filing CEQA and NEPA Coordination p. 2-16	

2.4 Document Organization

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
2.4: PEA Organization. Summarize the contents of the PEA and provide an annotated list of its sections.	2.4.1, PEA Organization p. 2-17	

3 Proposed Project Description[2]

3.1 Project Overview

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.1: Project Overview a) Provide a concise summary of the proposed project and components in a few paragraphs. b) Described the geographical location of the proposed project (i.e., county, city, etc.). c) Provide an overview map of the proposed project location.	3.1, Project Overview p. 3-1	

3.2 Existing and Proposed System

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.2.1: Existing System a) Identify and describe the existing utility system that would be modified by the proposed project, including connected facilities to provide context. Include detailed information about substations, transmission lines, distribution lines, compressor stations, metering stations, valve stations, nearby renewable generation and energy storage facilities, telecommunications facilities, control systems, SCADA systems, etc. b) Provide information on users and the area served by the existing system features. c) Explain how the proposed project would fit into the existing local and regional systems. d) Provide a schematic diagram of the existing system features. e) Provide detailed maps and associated GIS data for existing facilities that would be modified by the proposed project.	3.2.1, Existing System p. 3-2	
3.2.2: Proposed Project System a) Describe the whole of the proposed project by component, including all new facilities and any modifications, upgrades, or expansions to existing facilities and any interrelated activities that are part of the whole of the action. b) Clearly identify system features that would be added, modified, removed, disconnected and left in place, etc. c) Identify the expected capacities of the proposed facilities, highlighting any changes from the existing system. If the project would not change existing capacities, make this statement. For electrical projects, provide the anticipated capacity increase in amps or megawatts or in the typical units	3.2.2, Project p. 3-3	

[2] Applicant review of the Administrative Draft Project Description or sections of the Administrative Draft Project Description prepared for the CEQA document may be requested by CPUC CEQA Unit Staff to ensure technical accuracy.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
for the types of facilities proposed. For gas projects, provide the total volume of gas to be delivered by the proposed facilities, anticipated system capacity increase (typically in million cubic feet per day), expected customers, delivery points and corresponding volumes, and the anticipated maximum allowable operating pressure(s). d) Describe the initial buildout and eventual full buildout of the proposed project facilities. For example, if an electrical substation or gas compressor station would be installed to accommodate additional demand in the future, then include the designs for both the initial construction based on current demand and the design for all infrastructure that could ultimately be installed within the planned footprint of an electric substation or compressor station. e) Explain whether the electric line or gas pipeline will create a second system tie or loop for reliability. f) Provide information on users and the area served by the proposed system features, highlighting any differences from the existing system. g) Provide a schematic diagram of the proposed system features. h) Provide detailed maps and associated GIS data for proposed facilities that would be installed, modified, or relocated by the proposed project.		
3.2.3: System Reliability. Explain whether the electric line or gas pipeline will create a second system tie or loop for reliability. Clearly explain and show how the proposed project relates to and supports the existing utility systems.	3.2.3, System Reliability p. 3-6	
3.2.4: Planning Area. Describe the system planning area served or to be served by the project. Clearly define the Applicant's term for the planning area (e.g., Electrical Needs Area or Distribution Planning Area).	3.2.4, Planning Area p. 3-6	

3.3 Project Components

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
Required for all Project Types		
3.3.1: Preliminary Design and Engineering a) Provide preliminary design and engineering information for all above-ground and below-ground facilities for the proposed project. The approximately locations, maximum dimensions of facilities, and limits of areas that would be needed to construction and operate the facilities should be clearly defined.[3] b) Provide preliminary design drawings for project features and explain the level of completeness (i.e., percentage). c) Provide detailed project maps (approximately 1:3,000 scale) and associated GIS data of all facility locations and boundaries with attributes and spatial geometry that corresponds to information in the Project Description.	3.3.1, Preliminary Design and Engineering p. 3-6	

[3] Refer to Attachment 3 for mapping and GIS data requirements for the project layout and design.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.3.2: Segments, Components, and Phases a) Define all project segments, components, and phases for the proposed project. b) Provide the length/area of each segment or component, and the timing of each development phase. c) Provide an overview map showing each segment and provide associated GIS data (may be combined with other mapping efforts).	3.3.2, Segments, Components, and Phases p. 3-6	
3.3.3: Existing Facilities a) Identify the types of existing facilities that would be removed or modified by the proposed project (i.e., conductor/cable, poles/towers, substations, switching stations, gas storage facilities, gas pipelines, service buildings, communication systems, etc.). b) Describe the existing facilities by project segment and/or component, and provide information regarding existing dimensions, areas/footprints, quantities, locations, spans, etc. c) Distinguish between above-ground and below-ground facilities and provide both depth and height ranges for each type of facility. For poles/towers, provide the installation method (i.e., foundation type or direct bury), and maximum above-ground heights and below-ground depths. d) Explain what would happen to the existing facilities. Would they be replaced, completely removed, modified, or abandoned? Explain why. e) Identify the names, types, materials, and capacity/volumes ranges (i.e., minimum and maximum) of existing facilities that would be installed or modified by the proposed project. f) Provide diagrams with dimensions representing existing facilities to provide context on how the proposed facilities would be different. g) Briefly describe the surface colors, textures, light reflectivity, and any lighting of existing facilities.	3.3.3, Existing Facilities p. 3-6	
3.3.4: Proposed Facilities a) Identify the types of proposed facilities to be installed or modified by the proposed project (e.g., conductor/cable, poles/towers, substations, switching stations, gas storage facilities, gas pipelines, service buildings, communication systems). b) Describe the proposed facilities by project segment and/or component, and provide information regarding maximum dimensions, areas/footprints, quantities, locations, spans, etc. c) Distinguish between above-ground and below-ground facilities and provide both depth and height ranges for each type of facility. For poles/towers, provide the installation method (i.e., foundation type or direct bury), and maximum above-ground heights and below-ground depths. d) Identify where facilities would be different (e.g., where unique or larger poles would be located, large guy supports or snub poles). e) Provide details about civil engineering requirements (i.e., permanent roads, foundations, pads, drainage systems, detention basins, spill containment, etc.). f) Distinguish between permanent facilities and any temporary facilities (i.e., poles, shoo-fly lines, mobile substations, mobile compressors,	3.3.4, Proposed Facilities p. 3-7	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
transformers, capacitors, switch racks, compressors, valves, driveways, and lighting). g) Identify the names, types, materials, and capacity/volumes ranges (i.e., minimum and maximum) of proposed facilities that would be installed or modified by the proposed project. h) Provide diagrams with dimensions representing existing facilities. i) Briefly describe the surface colors, textures, light reflectivity, and any lighting of proposed facilities.		
3.3.5: Other Potentially Required Facilities a) Identify and describe in detail any other actions or facilities that may be required to complete the project. For example, consider the following questions: i. Could the project require the relocation (temporary or permanent), modification, or replacement of unconnected utilities or other types of infrastructure by the Applicant or any other entity? ii. Could the project require aviation lighting and/or marking? iii. Could the project require additional civil engineering requirements to address site conditions or slope stabilization issues, such as pads and retaining walls, etc.? b) Provide the location of each facility and a description of the facility.	3.3.5, Other Potentially Required Facilities p. 3-8	
3.3.6: Future Expansions and Equipment Lifespans a) Provide detailed information about the current and reasonably foreseeable plans for expansion and future phases of development. b) Provide the expected usable life of all facilities. c) Describe all reasonably foreseeable consequences of the proposed project (e.g., future ability to upgrade gas compressor station to match added pipeline capacity).	3.3.6, Future Expansion, Equipment Lifespan, and Foreseeable Consequences p. 3-9	
Required for Certain Project Types		
3.3.7: Below-ground Conductor/Cable Installations (as Applicable) a) Describe the type of line to be installed (e.g., single circuit cross-linked polyethylene-insulated solid-dielectric, copper-conductor cables). b) Describe the type of casing the cable would be installed in (e.g., concrete-encased duct bank system) and provide the dimensions of the casing. c) Describe the types of infrastructure would likely be installed within the duct bank (e.g., transmission, fiber optics, etc.).	N/A	
3.3.8: Electric Substations and Switching Stations (as Applicable) a) Provide the number of transformer banks that will be added at initial and full buildout of the substation. Identify the transformer voltage and number of each transformer type. b) Identify any gas insulated switchgear that will be installed within the substation. c) Describe any operation and maintenance facilities, telecommunications equipment, and SCADA equipment that would be installed within the substation.	N/A	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.3.9: Gas Pipelines (as Applicable). For each segment: a) Identify pipe diameter, number and length of exposed sections, classes and types of pipe to be installed, pressure of pipe, and cathodic protection for each linear segment. b) Describe new and existing inspection facilities (e.g., pig launcher sites). c) Describe system cross ties and laterals/taps. d) Identify the spacing between each valve station. e) Describe the compressor station, if needed, for any new or existing pipeline. f) Describe all pipelines and interconnections with existing and proposed facilities: i. Number of interconnections and locations and sizes; ii. All below-ground and above-ground installations; and iii. All remote facility locations for metering, telemetry, control.	N/A	
3.3.10: Gas Storage Facilities – Background and Resource Information (as Applicable) a) Provide detailed background information on the natural gas formation contributing to the existing or proposed natural gas facility, including the following: i. Description of overlying stratigraphy, especially caps ii. Description of production, injection, and intervening strata iii. Types of rock iv. Description of types of rocks in formation, including permeability or fractures v. Thickness of strata b) Provide a graphic and/or table showing formation thicknesses. c) Identify and describe any potential gas migration pathways, such as faults, permeable contacts, abandoned wells, underground water or other pipelines. d) Provide a summary and detailed cross-section diagrams of the geologic formations and structures of the oil/gas field or area. e) Provide the first well drilling and production history, abandonment procedures, inspections, etc. f) Describe production zones, including depth, types of formations, and characteristics of field/area. g) Describe the existing and proposed storage capacity and limiting factors, such as injection or withdrawal capacities. h) Describe existing simulation studies that were used to predict the reservoir pressure response under gas injection and withdrawal operations, and simulation studies for how the system would change as proposed. Provide the studies as a PEA Appendix. i) Provide the history of the oil/gas field or area.	N/A	
3.3.11: Gas Storage Facilities – Well-Head Sites (as Applicable). Describe the location, depth, size and completion information for all existing, abandoned, proposed production and injection, monitoring, and test wells.	N/A	
3.3.12: Gas Storage Facilities – Production and Injection (as Applicable) a) Provide the proposed storage capacity of production and injection wells.	N/A	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
b) Provide production and injection pressures, depths, and rates. c) Provide production and injection cycles by day, week, and year. d) Describe existing and proposed withdrawal/production wells (i.e., size, depth, formations, etc.). e) Describe existing and proposed cushion gas requirements. f) Describe any cushion gas injection—formation the well is completed in (cushion gas formation), and injection information.		
3.3.13: Gas Storage Facilities – Electrical Energy (as Applicable). Describe all existing and proposed electric lines, telecommunications facilities, and other utilities/facilities (e.g., administrative offices, service buildings, and non-hazardous storage), and chemical storage associated with the proposed project.	N/A	
3.3.14: Telecommunication Lines (as Applicable) a) Identify the type of cable that is proposed and length in linear miles by segment. b) Identify any antenna and node facilities that are part of the project. c) For below-ground telecommunication lines, provide the depth of cable and type of conduit. d) For above-ground telecommunication lines, provide: i. Types of poles that will be installed (if new poles are required) ii. Where existing poles will be used iii. Any additional infrastructure (e.g., guy wires) or pole changes required to support the additional cable on existing poles	N/A	

3.4 Land Ownership, Rights-of-Way, and Easements

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.4.1: Land Ownership. Describe existing land ownership where each project component would be located. State whether the proposed project would be located on property(ies) owned by the Applicant or if additional property would be required.	3.4.1, Land Ownership p. 3-9	
3.4.2: Existing Rights-of-Way or Easements a) Identify and describe existing rights-of-way (ROWs) or easements where project components would be located. Provide the approximately lengths and widths in each project area. b) Clearly state if project facilities would be replaced, modified, or relocated within existing ROWs or easements.	3.4.2, Existing Rights-of-Way or Easements p. 3-9	
3.4.3: New or Modified Rights-of-Way or Easements a) Describe new permanent or modified ROWs or easements that would be required. Provide the approximately lengths and widths in each project area. b) Describe how any new permanent or modified ROWs or easements would be acquired.	3.4.3, New or Modified Rights-of-Way or Easements p. 3-9	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
c) Provide site plans identifying all properties/parcels and partial properties/parcels that may require acquisition and the anticipated ROWs or easements. Provide associated GIS data. d) Describe any development restrictions within new ROWs or easements, e.g., building clearances and height restrictions, etc. e) Describe any relocation or demolition of commercial or residential property/structures that may be necessary.		
3.4.4: Temporary Rights-of-Way or Easements a) Describe temporary ROWs or easements that would be required to access project areas, including ROWs or easements for temporary construction areas (i.e., staging areas or landing zones). b) Explain where temporary construction areas would be located with existing ROWs or easements for the project or otherwise available to the Applicant without a temporary ROW or easement. c) Describe how any temporary ROWs or easements would be acquired.	3.4.4, Temporary Rights-of-Way or Easements p. 3-9	

3.5 Construction

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.5.1 Construction Access (All Projects)		
3.5.1.1: Existing Access Roads a) Provide the lengths, widths, ownership details (both public and private roads), and surface characteristics (i.e., paved, graveled, bare soil) of existing access roads that would be used during construction. Provide the area of existing roads that would be used. b) Describe any road modifications or stabilization that would be required prior to construction, including on the adjacent road shoulders or slopes. Identify any roads that would be expanded and provide the proposed width increases. c) Describe any procedures to address incidental road damage cause by project activities following construction. d) Provide detailed maps and associated GIS data for all existing access roads.	3.5.1.1, Existing Access Roads p. 3-10	
3.5.1.2: New Access Roads a) Identify any new access roads that would be developed for project construction purposes, such as where any blading, grading, or gravel placement could occur to provide equipment access outside of a designated workspace.[4] b) Provide lengths, widths, and development methods for new access roads. c) Identify any temporary or permanent gates that would be installed.	3.5.1.2, Proposed Access Roads p. 3-10	

[4] Temporary roads that would not require these activities should be considered an overland route.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
d) Clearly identify any roads that would be temporary and fully restored following construction. Otherwise it will be assumed the new access road is a permanent feature. e) Provide detailed maps and associated GIS data for all new access roads.		
3.5.1.3: Overland Access Routes a) Identify any overland access routes that would be used during construction, such as where vehicles and equipment would travel over existing vegetation and where blading, grading, or gravel placement would occur. b) Provide lengths and widths for new access roads. c) Provide detailed maps and associated GIS data for all overland access routes.	N/A	
3.5.1.4: Watercourse Crossings a) Identify all temporary watercourse crossings that would be required during construction. Provide specific methods and procedures for temporary watercourse crossings. b) Describe any bridges or culverts that replacement or installation of would be required for construction access. c) Provide details about the location, design and construction methods.	N/A	
3.5.1.5: Helicopter Access. If helicopters would be used during construction: a) Describe the types and quantities of helicopters that would be used during construction (e.g., light, medium, heavy, or sky crane), and a description of the activities that each helicopter would be used for. b) Identify areas for helicopter takeoff and landing. c) Describe helicopter refueling procedures and locations. d) Describe flight paths, payloads, and expected hours and durations of helicopter operation. e) Describe any safety procedures or requirements unique to helicopter operations, such as but not limited to obtaining a Congested Area Plan from the Federal Aviation Administration (FAA).	N/A	
3.5.2 Staging Areas (All Projects)		
3.5.2.1: Staging Area Locations a) Identify the locations of all staging area(s). Provide a map and GIS data for each.[5] b) Provide the size (in acres) for each staging area and the total staging area requirements for the project.	3.5.2, Staging Area Location p. 3-10	
3.5.2.2: Staging Area Preparation a) Describe any site preparation required, if known, or generally describe what might be required (i.e., vegetation removal, new access road, installation of rock base, etc.). b) Describe what the staging area would be used for (i.e., material and equipment storage, field office, reporting location for workers, parking area for vehicles and equipment, etc.).	3.5.2, Staging Area Location p. 3-10	

[5] While not all potential local site staging areas will be known prior to selection of a contractor, it is expected that approximate area and likely locations of staging areas be disclosed. The identification of extra or optional staging areas should be considered to reduce the risk of changes after Project approval that could necessitate further CEQA review.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
c) Describe how the staging area would be secured. Would a fence be installed? If so, describe the type and extent of the fencing. d) Describe how power to the site would be provided if required (i.e., tap into existing distribution, use of diesel generators, etc.). e) Describe any temporary lightning facilities for the site. f) Describe any grading activities and/or slope stabilization issues.		
3.5.3 Construction Work Areas (All Projects)		
3.5.3.1: Construction Work Areas a) Describe known work areas that may be required for specific construction activities (e.g., pole assembly, hillside construction)[6] b) Describe the types of activities that would be performed at each work area. Work areas may include but are not necessarily limited to: i. Helicopter landing zones and touchdown areas ii. Vehicle and equipment parking, passing, or turnaround areas iii. Railroad, bridge, or watercourse crossings iv. Temporary work pads for facility installation, modification, or removal v. Excavations and associated equipment work areas vi. Temporary guard structures vii. Pull-and-tension/stringing sites viii. Jack and bore pits, drilling areas and pull-back areas for horizontal directional drills ix. Retaining walls	3.5.3, Construction Work Areas p. 3-11	
3.5.3.2 Work Area Disturbance a) Provide the dimensions of each work area including the maximum area that would be disturbed during construction (e.g., 100 feet by 200 feet). b) Provide a table with temporary and permanent disturbance at each work area (in square feet or acres), and the total area of temporary and permanent disturbance for the entire project (in acres).	3.5.3.1, Work Disturbance Area p. 3-11	
3.5.3.3: Temporary Power. Identify how power would be provided at work area (i.e., tap into existing distribution, use of diesel generators, etc.). Provide the disturbance area for any temporary power lines.	3.5.3.2, Temporary Power p. 3-11	
3.5.4 Site Preparation (All Projects)		
3.5.4.1: Surveying and Staking. Describe initial surveying and staking procedures for site preparation and access.	3.5.4.1, Surveying and Staking p. 3-11	
3.5.4.2: Utilities a) Describe the process for identifying any underground utilities prior to construction (i.e., underground service alerts, etc.). b) Describe the process for relocating any existing overhead or underground utilities that aren't directly connected to the project system.	3.5.4.2, Utilities p. 3-11	

[6] Understanding that each specific work area may not be determined until the final work plan is submitted by the construction contractor, estimate total area likely to be disturbed.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
c) Describe the process for installing any temporary power or other utility lines for construction.		
3.5.4.3: Vegetation Clearing a) Describe what types of vegetation clearing may be required (e.g., tree removal, brush removal, flammable fuels removal) and why (e.g., to provide access, etc.). b) Provide calculations of temporary and permanent disturbance of each vegetation community and include all areas of vegetation removal in the GIS database. Distinguish between disturbance that would occur in previously developed areas (i.e., paved, graveled, or otherwise urbanized), and naturally vegetated areas. c) Describe how each type of vegetation removal would be accomplished. d) Describe the types of equipment that would be used for vegetation removal.	3.5.4.3, Vegetation Clearing, Tree Trimming, and Work Area Stabilization p. 3-11	
3.5.4.4: Tree Trimming Removal a) For electrical projects, distinguish between tree trimming as required under CPUC General Order 95-D and tree removal. b) Identify the types, locations, approximate numbers, and sizes of trees that may need to be removed or trimmed substantially. c) Identify potentially protected trees that may be removed or substantially trimmed, such as but not limited to riparian trees, oaks trees, Joshua trees, or palm trees. d) Describe the types of equipment that would typically be used for tree removal.	N/A	
3.5.4.5: Work Area Stabilization. Describe the processes to stabilize temporary work areas and access roads including the materials that would be used (e.g., gravel).	3.5.4.3, Vegetation Clearing, Tree Trimming, and Work Area Stabilization p. 3-11	
3.5.4.6: Grading a) Describe any earth moving or substantial grading activities (i.e., grading below a 6-inch depth) that would be required and identify locations where it would occur. b) Provide estimated volumes of grading (in cubic yards) including total cut, total fill, cut that would be reused, cut that would be hauled away, and clean fill that would be hauled to the site.	3.5.5, Civil Works p. 3-11	
3.5.5 Transmission Line Construction (Above Ground)		
3.5.5.1: Poles/Towers a) Describe the process and equipment for removing poles, towers, and associated foundations for the proposed project (where applicable). Describe how they would be disconnected, demolished, and removed from the site. Describe backfilling procedures and where the material would be obtained. b) Describe the process and equipment for installing or otherwise modifying poles and towers for the proposed project. Describe how they would be put into place and connected to the system. Identify any special construction	N/A	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
methods (e.g., helicopter installation) at specific locations or specific types of poles/towers. c) Describe how foundations, if any, would be installed. Provide a description of the construction method(s), approximate average depth and diameter of excavation, approximate volume of soil to be excavated, approximate volume of concrete or other backfill required, etc. for foundations. Describe what would be done with soil removed from a hole/foundation site. d) Describe how the poles/towers and associated hardware would be delivered to the site and assembled. e) Describe any pole topping procedures that would occur, identify specific locations and reasons, and describe how each facility would be modified. Describe any special methods that would be required to top poles that may be difficult to access.		
3.5.5.2: Aboveground and Underground Conductor/Cable a) Provide a process-based description of how new conductor/cable would be installed and how old conductor/cable would be removed, if applicable. b) Identify where conductor/cable stringing/installation activities would occur. c) Provide a diagram of the general sequencing and equipment that would be used. d) Describe the conductor/cable splicing process. e) Provide the general or average distance between pull-and-tension sites. Describe the approximate dimensions and where pull-and-tension sites would generally be required (as indicated by the designated work areas), such as the approximate distance to pole/tower height ratio, at set distances, or at significant direction changes. Describe the equipment that would be required at these sites. f) For underground conductor/cable installations, describe all specialized construction methods that would be used for installing underground conductor or cable. If vaults are required, provide their dimensions and location/spacing along the alignment. Provide a detailed description for how the vaults would be delivered to the site and installed. g) Describe any safety precautions or areas where special methodology would be required (e.g., crossing roadways, stream crossing).	N/A	
3.5.5.3: Telecommunications. Identify the procedures for installation of proposed telecommunication cables and associated infrastructure.	N/A	
3.5.5.4: Guard Structures. Identify the types of guard structures that would be used at crossings of utility lines, roads, railroads, highways, etc. Describe the different types of guard structures or methods that may be used (i.e., buried poles and netting, poles secured to a weighted object, bucket trucks, etc.). Describe any pole installation and removal procedures associated with guard structures. Describe guard structure installation and removal process and duration that guard structures would remain in place.	N/A	
3.5.5.5: Blasting a) Describe any blasting that may be required to construct the project. b) If blasting may be required, provide a Blasting Plan that identifies the blasting locations; types and amounts of blasting agent to be used at each location; estimated impact radii; and, noise estimates. The Blasting Plan should be provided as an Appendix to the PEA.	N/A	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
c) Provide a map identifying the locations where blasting may be required with estimated impact radii. Provide associated GIS data.		
3.5.6 Transmission Line Construction (Below Ground)		
3.5.6.1: Trenching a) Describe the approximate dimensions of the trench (e.g., depth, width). b) Provide the total approximate volume of material to be removed from the trench, the amount to be used as backfill, and any amount to subsequently be removed/disposed of offsite in cubic yards. c) Describe the methods used for making the trench (e.g., saw cutter to cut the pavement, backhoe to remove, etc.). d) Provide off-site disposal location, if known, or describe possible option(s). e) Describe if dewatering would be anticipated and if so, how the trench would be dewatered, the anticipated flows of the water, whether there would be treatment, and how the water would be disposed of. f) Describe the process for testing excavated soil or groundwater for the presence of pre-existing environmental contaminants that could be exposed from trenching operations. g) If a pre-existing hazardous waste were encountered, describe the process of removal and disposal. h) Describe the state of the ground surface after backfilling the trench. i) Describe standard Best Management Practices to be implemented.	N/A	
3.5.6.2: Trenchless Techniques (Microtunnel, Jack and Bore, Horizontal Directional Drilling) a) Identify any locations/features for which the Applicant expects to use a trenchless (i.e., microtunneling, jack and bore, horizontal directional drilling) crossing method and which method is planned for each crossing. b) Describe the methodology of the trenchless technique. c) Provide the approximate location and dimensions of the sending and receiving pits. d) Describe the methodology of excavating and shoring the pits. e) Provide the total volume of material to be removed from the pits, the amount to be used as backfill, and the amount subsequently to be removed/disposed of offsite in cubic yards. f) Describe process for safe handling of drilling mud and bore lubricants. g) Describe the process for detecting and avoiding “fracturing-out” during horizontal directional drilling operations. h) Describe the process for avoiding contact between drilling mud/lubricants and stream beds. i) If engineered fill would be used as backfill, indicate the type of engineered backfill and the amount that would be typically used (e.g., the top 2 feet would be filled with thermal-select backfill). j) Describe if dewatering is anticipated and, if so, how the pits would be dewatered, the anticipated flows of the water, whether there would there be treatment, and how the water would be disposed of. k) Describe the process for testing excavated soil or groundwater for the presence of pre-existing environmental contaminants. Describe the process	N/A	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
of disposing of any pre-existing hazardous waste that is encountered during excavation. l) Describe any standard BMPs that would be implemented for trenchless construction.		
3.5.7 Substation, Switching Stations, Gas Compressor Stations		
3.5.7.1: Installation or Facility Modification. Describe the process and equipment for removing, installing, or modifying any substations, switching stations, or compressor stations including: a) Transformers/ electric components b) Gas components c) Control and operation buildings d) Driveways e) Fences f) Gates g) Communication systems (SCADA) h) Grounding systems	3.3, Project Components p. 3-6; 3.5, Construction p. 3-10; 3.6, Construction Workforce, Equipment, and Traffic p. 3-18	
3.5.7.2: Civil Works. Describe the process and equipment required to construct any slope stabilization, drainage, retention basins, and spill containment required for the facility.	3.5.5, Civil Works p. 3-11	
3.5.8 Gas Pipelines		
3.5.8.1: Gas Pipeline Construction. Describe the process for proposed pipeline construction including site development, trenching and trenchless techniques, pipe installation, and backfilling.	3.3.4, Proposed Facilities p. 3-7	
3.5.8.2: Water Crossings. Describe water feature crossings that will occur during trenching, the method of trenching through stream crossings, and the process for avoiding impacts to the water features required for pipeline construction. Identify all locations where the pipeline will cross water features. Cite to any associated geotechnical or hydrological investigations completed and provide a full copy of each report as an Appendix to the PEA.[7]	N/A	
3.5.8.3: Gas Pipeline Other Requirements a) Describe hydrostatic testing process including pressures, timing, source of flushing water, discharge of water. b) Describe energy dissipation basin, and the size and length of segments to be tested. c) Describe pig launching locations and any inline inspection techniques used during or immediately post construction.	N/A	
3.5.9 Gas Storage Facilities		
3.5.9.1: Gas Storage Construction a) Describe the process for constructing the gas storage facility including constructing well pads and drilling wells.	N/A	

[7] If a geotechnical study is not available at the time of PEA filing, provide the best information available.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
b) Describe the specific construction equipment that would be used, such as the type of drill rig (i.e., size, diesel, electric, etc.), depth of drilling, well-drilling schedule and equipment.		
3.5.9.2: Drilling Muds and Fluids. Describe the use of any drilling muds, fluids, and other drilling materials. Provided estimated types and quantities.	N/A	
3.5.10 Public Safety and Traffic Control (All Projects)		
3.5.10.1: Public Safety a) Describe specific public safety considerations during construction and best management practices to appropriately manage public safety. Clearly state when and where they each safety measure would be applied. b) Identify procedures for managing work sites in urban areas, covering open excavations securely, installing barriers, installing guard structures, etc. c) Identify specific project areas where public access may be restricted for safety purposes and provide the approximate durations and timing of restricted access at each location.	3.5.6, Public Safety, Traffic Control, and Site Safety p. 3-12	
3.5.10.2: Traffic Control a) Describe traffic control procedures that would be implemented during construction. b) Identify the locations, process, and timing for closing any sidewalks, lanes, roads, trails, paths, or driveways to manage public access. c) Identify temporary detour routes and locations. d) Provide a preliminary Traffic Control Plan(s) for the project.	3.5.6, Public Safety, Traffic Control, and Site Safety p. 3-12	
3.5.10.3: Security. Describe any security measures, such as fencing, lighting, alarms, etc. that may be required. State if security personnel will be stationed at project areas and anticipated duration of security.	3.5.6, Public Safety, Traffic Control, and Site Safety p. 3-12	
3.5.10.4: Livestock. Describe any livestock fencing or guards that may be necessary to prevent livestock from entering project areas. State if the fencing would be electrified and if so, how it would be powered.	N/A	
3.5.11 Dust, Erosion, and Runoff Controls (All Projects)		
3.5.11.1: Dust. Describe specific best management practices that would be implemented to manage fugitive dust.	3.5.7, Grading, Trenching, Dust, Erosion, and Runoff Controls p. 3-16	
3.5.11.2: Erosion. Describe specific best management practices that would be implemented to manage erosion.	3.5.7, Grading, Trenching, Dust, Erosion, and Runoff Controls p. 3-16	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.5.11.3: Runoff. Describe specific best management practices that would be implemented to manage stormwater runoff and sediment.	3.5.7, Grading, Trenching, Dust, Erosion, and Runoff Controls p. 3-16	
3.5.12 Water Use and Dewatering (All Projects)		
3.5.12.1: Water Use. Describe the estimated volumes of water that would be used by construction activity (e.g., dust control, compaction, etc.). State if recycled or reclaimed water would be used and provide estimated volumes. Identify the anticipated sources where the water would be acquired or purchased. Identify if the source of water is groundwater and the quantity of groundwater that could be used.	3.5.8, Water Use and Dewatering p. 3-16	
3.5.12.2: Dewatering a) Describe dewatering procedures during construction, including pumping, storing, testing, permitted discharging, and disposal requirements that would be followed. b) Describe the types of equipment and workspace considerations to be used to dewater, store, transport, or discharge extracted water.	3.5.8, Water Use and Dewatering p. 3-16	
3.5.13 Hazardous Materials and Management (All Projects)		
3.5.13.1: Hazardous Materials a) Describe the types, uses, and volumes of all hazardous materials that would be used during construction. b) State if herbicides or pesticides may be used during construction. c) If a pre-existing hazardous waste were encountered, describe the process of removal and disposal.	3.5.9, Hazardous Materials and Management p. 3-17	
3.5.13.2: Hazardous Materials Management a) Identify specific best management practices that would be followed for transporting, storing, and handling hazardous materials. b) Identify specific best management practices that would be followed in the event of an incidental leak or spill of hazardous materials. c) Provide a Hazardous Substance Control and Emergency Response Plan / Hazardous Waste and Spill Prevention Plan as an Appendix to the PEA, if appropriate.	3.5.9, Hazardous Materials and Management p. 3-17	
3.5.14 Waste Generation and Management (All Projects)		
3.5.14.1: Solid Waste a) 13161.05 (Phase 5).	3.5.10, Water Generation and Management, Including Sold, Liquid, and Hazardous p. 3-17	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.5.14.2: Liquid Waste a) Describe liquid waste streams during construction (i.e., sanitary waste, drilling fluids, contaminated water, etc.) b) Describe procedures to be implemented to manage liquid waste, including collection, containment, storage, treatment, and disposal. c) Provide estimated volumes of liquid waste generated by construction activity or project component. d) Identify the locations of appropriate disposal facilities where liquid wastes would be transported.	3.5.10, Water Generation and Management, Including Solid, Liquid, and Hazardous p. 3-17	
3.5.14.3: Hazardous Waste a) Describe potentially hazardous waste streams during construction and procedures to be implemented to manage hazardous wastes, including collection, containment, storage, treatment, and disposal. b) If large volumes of hazardous waste are anticipated, such as from a pre-existing contaminant in the soil that must be collected and disposed of, provide estimated volumes of hazardous waste that would be generated by construction activity or project component. c) Identify the locations of appropriate disposal facilities where hazardous wastes would be transported.	3.5.10, Water Generation and Management, Including Solid, Liquid, and Hazardous p. 3-17	
3.5.15 Fire Prevention and Response (All Projects)		
3.5.15.1: Fire Prevention and Response Procedures. Describe fire prevention and response procedures that would be implemented during construction. Provide a Construction Fire Prevention Plan or specific procedures as an Appendix to the PEA.	3.5.11, Fire Prevention and Response p. 3-17	
3.5.15.2: Fire Breaks. Identify any fire breaks (i.e., vegetation clearance) requirements around specific project activities (i.e., hot work). Ensure that such clearance buffers are included in the limits of the defined work areas, and the vegetation removal in that area is attributed to Fire Prevention and Response (refer to 3.5.4.3: Vegetation Clearing).	3.5.11, Fire Prevention and Response p. 3-17	

3.6 Construction Workforce, Equipment, Traffic, and Schedule

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.6.1: Construction Workforce a) Provide the estimated number of construction crew members. In the absence of project-specific data, provide estimates based on past projects of a similar size and type. b) Describe the crew deployment. Would crews work concurrently (i.e., multiple crews at different sites); would they be phased? How many crews could be working at the same time and where?	3.6, Construction Workforce, Equipment, and Traffic p. 3-18	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
c) Describe the different types of activities to be undertaken during construction, the number of crew members for each activity (i.e., trenching, grading, etc.), and number and types of equipment expected to be used for the activity. Include a written description of the activity. See example in Table 5.		
3.6.2: Construction Equipment. Provide a tabular list of the types of equipment expected to be used during construction of the proposed project including the horsepower. Define the equipment that would be used by each phase as shown in the example table below (Table 5).	3.6, Construction Workforce, Equipment, and Traffic p. 3-18	
3.6.3: Construction Traffic a) Describe how the construction crews and their equipment would be transported to and from the proposed project site. b) Provide vehicle type, number of vehicles, and estimated hours of operation per day, week, and month for each construction activity and phase. c) Provide estimated vehicle trips and vehicles miles traveled (VMT) for each construction activity and phase. Provide separate values for construction crews commuting, haul trips, and other types of construction traffic.	3.6.1, Construction Traffic p. 3-24	
3.6.4: Construction Schedule a) Provide the proposed construction schedule (e.g., month and year) for each segment or project component, and for each construction activity and phase. b) Provide and explain the sequencing of construction activities, and if they would or would not occur concurrently. c) Provide the total duration of each construction activity and phase in days or weeks. d) Identify seasonal considerations that may affect the construction schedule, such as weather or anticipated wildlife restrictions, etc. The proposed construction should account for such factors.	3.6.2, Construction Schedule p. 3-25	
3.6.5: Work Schedule a) Describe the anticipated work schedule, including the days of the week and hours of the day when work would occur. Clearly state if work would occur at night or on weekends and identify when and where this could occur. b) Provide the estimated number of days or weeks that construction activities would occur at each type of work area. For example, construction at a stationary facility or staging area may occur for the entire duration of construction, but construction at individual work areas along a linear project would be limited to a few hours, days or weeks, and only a fraction of the total construction period.	3.6.3, Work Schedule p. 3-26	

3.7 Post-Construction

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.7.1: Configuring and Testing. Describe the process and duration for post-construction configuring and testing of facilities. Describe the number of personnel and types of equipment that would be involved.	3.7.1, Configuration and Testing p. 3-26	
3.7.2: Landscaping. Describe any landscaping that would be installed. Provide a conceptual landscape plan that identifies the locations and types of plantings that will be used. Identify whether plantings will include container plants or seeds. Include any water required for landscaping in the description of water use above.	N/A	
3.7.3 Demobilization and Site Restoration		
3.7.3.1: Demobilization. Describe the process for demobilization after construction activities, but prior to leaving the work site. For example, describe final processes for removing stationary equipment and materials, etc.	3.7.2, Demobilization and Site Restoration p. 3-27	
3.7.3.2: Site Restoration. Describe how cleanup and post-construction restoration would be performed (i.e., personnel, equipment, and methods) on all project ROWs, sites, and extra work areas. Things to consider include, but are not limited to, restoration of the following: a) Restoring natural drainage patterns b) Recontouring disturbed soil c) Removing construction debris d) Vegetation e) Permanent and semi-permanent erosion control measures f) Restoration of all disturbed areas and access roads, including restoration of any public trails that are used as access, as well as any damaged sidewalks, agricultural infrastructure, or landscaping, etc. g) Road repaving and striping, including proposed timing of road restoration for underground construction within public roadways	N/A	

3.8 Operation and Maintenance

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.8.1: Regulations and Standards a) Identify and describe all regulations and standards applicable to operation and maintenance of project facilities. b) Provide a copy of any applicable Wildfire Management Plan and describe any special procedures for wildfire management.	3.8, Operations and Maintenance p. 3-28	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.8.2: System Controls and Operation Staff a) Describe the systems and methods that the Applicant would use for monitoring and control of project facilities (e.g., on-site control rooms, remote facilities, standard monitoring and protection equipment, pressure sensors, automatic shut-off valves, and site and equipment specific for monitoring and control such as at natural gas well pads). b) If new full-time staff would be required for operation and/or maintenance, provide the number of positions and purpose.	3.8, Operations and Maintenance p. 3-28	
3.8.3: Inspection Programs a) Describe the existing and proposed inspection programs for each project component, including the type, frequency, and timing of scheduled inspections (i.e., aerial inspection, ground inspection, pipeline inline inspections). b) Describe any enhanced inspections, such as within any High Fire Threat Districts consistent with applicable Wildfire Management Plan requirements. c) Describe the inspection processes, such as the methods, number of crew members, and how access would occur (i.e., walk, vehicle, all-terrain vehicle, helicopter, drone, etc.). If new access would be required, describe any restoration that would be provided for the access roads.	3.8, Operations and Maintenance p. 3-28	
3.8.4: Maintenance Programs a) Describe the existing and proposed maintenance programs for each project component. b) Describe scheduled maintenance or facility replacement after the designated lifespan of the equipment. c) Identify typical parts and materials that require regular maintenance and describe the repair procedures. d) Describe any access road maintenance that would occur. e) Describe maintenance for surface or color treatment. f) Describe cathodic protection maintenance that would occur. g) Describe ongoing landscaping maintenance that would occur.	3.8, Operations and Maintenance p. 3-28	
3.8.5: Vegetation Management Programs a) Describe vegetation management programs within and surrounding project facilities. Distinguish between any different types of vegetation management. b) Describe any enhanced vegetation management, such as within any High Fire Threat Districts consistent with any applicable Wildfire Management Plan requirements. Identify the areas where enhanced vegetation management would be conducted.	3.8, Operations and Maintenance p. 3-28	

3.9 Decommissioning

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.9.1: Decommissioning. Provide detailed information about the current and reasonably foreseeable plans for the disposal, recycling, or future abandonment of all project facilities.	3.9, Decommissioning p. 3-29	

3.10 Anticipated Permits and Approvals

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.10.1: Anticipated Permits and Approvals. Identify all necessary federal, state, regional, and local permits that may be required for the project. For each permit, list the responsible agency and district/office representative with contact information, type of permit or approval, and status of each permit with date filed or planned to file. For example: a) Federal Permits and Approvals i. U.S. Fish and Wildlife Service ii. U.S. Army Corps of Engineers iii. Federal Aviation Administration iv. U.S. Forest Service v. U.S. Department of Transportation – Office of Pipeline Safety vi. U.S. Environmental Protection Agency (Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation, and Liability Act) b) State and Regional Permits i. California Department of Fish and Wildlife ii. California Department of Transportation iii. California State Lands Commission iv. California Coastal Commission v. State Historic Preservation Office, Native American Heritage Commission vi. State Water Resources Control Board vii. California Division of Oil, Gas and Geothermal Resources viii. Regional Air Quality Management District ix. Regional Water Quality Control Board (National Pollutant Discharge Elimination System General Industrial Storm Water Discharge Permit) x. Habitat Conservation Plan Authority (if applicable) See also Table 6 of example permitting requirements and processes.	3.10, Anticipated Permits, Approvals, and Rights-of-Way p. 3-29	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.10.2: Rights-of-Way or Easement Applications. Demonstrate that applications for ROWs or other proposed land use have been or soon will be filed with federal, state, or other land-managing agencies that have jurisdiction over land that would be affected by the project (if any). Discuss permitting plans and timeframes and provide the contact information at the federal agency(ies) approached.	3.10, Anticipated Permits, Approvals, and Rights-of-Way p. 3-29	

3.11 Applicant Proposed Measures

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.11 Applicant Proposed Measures a) Provide a table with the full text of any Applicant Proposed Measure. Where applicable, provide a copy of Applicant procedures, plans, and standards referenced in the Applicant Proposed Measures. b) Within Chapter 5, describe the basis for selecting a particular Applicant Proposed Measure and how the Applicant Proposed Measure would reduce the impacts of the project.[8] c) Carefully consider each CPUC Draft Environmental Measure identified in Chapter5 of this PEA Checklist. The CPUC Draft Environmental Measures will be applied to the proposed project where applicable.	3.11, Project Best Management Practices p. 3-29	

3.12 Project Description Graphics, Mapbook, and GIS Requirements

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.12.1: Graphics. Provide diagrams of the following as applicable: a) All pole, tower, pipe, vault, conduit, and retaining wall types b) For poles, provide typical drawings with approximate diameter at the base and tip; for towers, estimate the width at base and top. c) A typical detail for any proposed underground duct banks and vaults d) All substation, switchyard, building, and facility layouts e) Trenching, drilling, pole installation, pipe installation, vault installation, roadway construction, facility removal, helicopter uses, conductor installation, traffic control, and other construction activities where a	Appendix A, Detailed Maps and Design Drawings	

[8] Best management practices and other measures that use phrases such as "as practicable" or other conditional language are not acceptable and will be superseded by mitigation measures if required to avoid or reduce a potentially significant impact.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
diagram would assist the reader in visualizing the work area and construction approach f) Typical profile views of proposed aboveground facilities and existing facilities to be modified within the existing and proposed ROW (e.g., typical cross-section of existing and proposed facilities by project segment). g) Photos of representative existing and proposed structures		
3.12.2: Mapbook. Provide a detailed mapbook on an aerial imagery basemap at a scale between 1:3000 and 1:6000 (or as appropriate and legible) that show mileposts, roadways, and all project components and work areas including: a) All proposed above-ground and underground structure/facility locations (e.g., poles, conductor, substations, compressor stations, telecommunication lines, vaults, duct bank, lighting, markers, etc.) b) All existing structures/facilities that would be modified or removed c) Identify by milepost where existing ROW will be used and where new ROW or land acquisition will be required. d) All permanent work areas including permanent facility access e) All access roads including, existing, temporary, and new permanent access f) All temporary work areas including staging, material storage, field offices, material laydown, temporary work areas for above ground (e.g., pole installation) and underground facility construction (e.g., trenching and duct banks), helicopter landing zones, pull and tension sites, guard structures, shoo flys etc. g) Areas where special construction methods (e.g., jack and bore, HDD, blasting, retaining walls etc.) may need to be employed h) Areas where vegetation removal may occur i) Areas to be heavily graded and where slope stabilization measures would be employed including any retaining walls	Appendix A, Detailed Maps and Design Drawings	
3.12.3: GIS Data. Provide GIS data for all features and ROW shown on the detailed mapbook.	Appendix A, Detailed Maps and Design Drawings	
3.12.4: GIS Requirements. Provide the following information for each pole/tower that would be installed and for each pole/tower that would be removed: a) Unique ID number and type of pole (e.g., wood, steel, etc.) or tower (e.g., self-supporting lattice) both in a table and in the attributes of the GIS data provided b) Identify pole/tower heights and conductor sizes in the attributes of the GIS data provided.	Appendix A, Detailed Maps and Design Drawings	
3.12.5: Natural Gas Facilities GIS Data. For natural gas facilities, provide GIS data for system cross ties and all laterals/taps, valve stations, and new and existing inspection facilities (e.g., pig launcher sites).	Appendix A, Detailed Maps and Design Drawings	

4 Description of Alternatives

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
4.1 Alternatives Considered. Identify alternatives to the proposed project.[9] Include the following: a) All alternatives to the proposed project that were suggested, considered, or studied by the CAISO or by CAISO stakeholders b) Alternatives suggested by the public or agencies during public outreach efforts conducted by the Applicant c) Reduced footprint alternatives, including, e.g., smaller diameter pipelines and space for fewer electric transformers d) Project phasing options (e.g., evaluate the full build out for environmental clearance but consider an initial, smaller buildout that would only be expanded [in phases] if needed) e) Alternative facility and construction activity sites (e.g., substation, compressor station, drilling sites, well-head sites, staging areas) f) Renewable, energy conservation, energy efficiency, demand response, distributed energy resources, and energy storage alternatives g) Alternatives that would avoid or limit the construction of new transmission-voltage facilities or new gas transmission pipelines h) Other technological alternatives (e.g., conductor type) i) Route alternatives and route variations j) Alternative engineering or technological approaches (e.g., alternative types of facilities, or materials, or configurations) k) Assign an identification label and brief, descriptive title to each alternative described in this PEA chapter (e.g., Alternative A: No Project; Alterative B: Reduced Footprint 500/115-kV Substation; Alternative C: Ringo Hills 16-inch Pipeline Alignment; Alternative D1: Lincoln Street Route Variation; etc.). Each alternative will be easily identifiable by reading the brief title. Provide a description of each alternative. The description of each alternative will discuss to what extent it would be potentially feasible, meet the project's underlying purpose, meet most of the basic project objectives, and avoid or reduce one or more potentially significant impacts. If the Applicant believes that an alternative is infeasible or the implementation is remote and speculative (CEQA Guidelines Section 15126.6(f)(3), clearly explain why. If significant environmental effects are possible without mitigation, alternatives will be provided in the PEA that are capable of avoiding or reducing any potentially significant environmental effects, even if the alternative(s) substantially impede the attainment of some project objectives or are costlier.[10]	4.1, Alternatives Considered p. 4-2	

[9] Reduced footprint alternatives; siting alternatives; renewable, energy conservation, energy efficiency, demand response, distributed energy resources, and energy storage alternatives; and non-wires alternatives (electric projects only) are typically required. For linear projects, route alternatives and route variations are typically required as well.

[10] CPUC CEQA Unit Staff will determine whether an alternative could *substantially* reduce one or more potentially significant impacts of the proposed project (CEQA Guidelines Section 15125.5). Applicants are strongly advised to provide more rather than less alternatives for CPUC's consideration or as determined during pre-filing.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
4.2 No Project Alternative. Include a thorough description of the No Project Alternative. The No Project Alternative needs to describe the range of actions that are reasonably foreseeable if the proposed project is not approved. The No Project Alternative will be described to meet the requirements of CEQA Guidelines Section15126.6(e).	4.4, No Project Alternative p. 4-16	
4.3 Rejected Alternatives. Provide a detailed discussion of all alternatives considered by the Applicant that were not selected by the Applicant for a full description in the PEA and analysis in PEA Chapter 5. The detailed discussion will include the following: a) Description of the alternative and its components b) Map of any alternative sites or routes c) Discussion about the extent to which the alternative would meet the underlying purpose of the project and its basic objectives d) Discussion about the feasibility of implementing the alternative e) Discussion of whether the alternative would reduce or avoid any significant environmental impacts of the proposed project f) Discussion of any new significant impacts that could occur from implementation of the alternative g) Description of why the alternative was rejected h) Any comments from the public or agencies about the alternative during PEA preparation	4.2, Alternatives Eliminated from Further Consideration p. 4-3	
For Natural Gas Storage Projects:		
4.4 Natural Gas Storage Alternatives. In addition to the requirements included above, alternatives to be considered for proposed natural gas storage projects include the following, where applicable: a) Alternative reservoir locations considered for gas storage including other field locations and other potential storage areas b) Alternative pipelines, road, and utility siting c) Alternative suction gas requirements, and injection/withdrawal options	4.3, Alternatives Considered Further p. 4-14	

5 Environmental Analysis

5.1 Aesthetics

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.1.1 Environmental Setting		
5.1.1.1: Landscape Setting. Briefly described the regional and local landscape setting.	5.1.1.1, Landscape Setting p. 5.1-1	
5.1.1.2: Scenic Resources. Identify and describe any vistas, scenic highways, national scenic areas, or other scenic resources within and surrounding the project area (approximately 5-mile	5.1.1.2, Scenic Resources p. 5.1-3	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
buffer but may be greater if necessary). Scenic resources may also include but are not limited to historic structures, trees, or other resources that contribute to the scenic values where the project would be located.		
5.1.1.3: Viewshed Analysis a) Conduct a viewshed analysis for the project area (approximately 5-mile buffer but may be greater if necessary). b) Describe the project viewshed, including important visibility characteristics for the project site, such as viewing distance, viewing angle, and intervening topography, vegetation, or structures. c) Provide a supporting map (or maps) showing project area, landscape units, topography (i.e., hillshade), and the results of the viewshed analysis. Provide associated GIS data.	5.1.1.3, Viewshed Analysis p. 5.1-6	
5.1.1.4: Landscape Units. Identify and describe landscape units (geographic zones) within and surrounding the project area (approximately 5-mile buffer but may be greater if necessary) that categorizes different landscape types and visual characteristics, with consideration to topography, vegetation, and existing land uses. Landscape units should be developed based on the existing landscape characteristics rather than the project's features or segments.	5.1.1.4, Landscape Units p. 5.1-6	
5.1.1.5: Viewers and Viewer Sensitivity. Identify and described the types of viewers expected within the viewshed and landscape units. Describe visual sensitivity to general visual change based on viewing conditions, use of the area, feedback from the public about the project, and landscape characteristics.	5.1.1.5, Viewers and Viewer Sensitivity p. 5.1-8	
5.1.1.6: Representative Viewpoints a) Identify representative viewpoints from publicly accessible locations (up to approximately 5-mile buffer but may be greater if appropriate). The number and location of the viewpoints must represent a range of views of the project site from major roads, highways, trails, parks, vistas, landmarks, and other scenic resources near the project site. Multiple viewpoints should be included where the project site would be visible from sensitive scenic resources to provide context on different viewing distances, perspectives, and directions. b) Provide the following information for each viewpoint: i. Number, title, and brief description of the location ii. Types of viewers iii. Viewing direction(s) and distance(s) to the nearest proposed project features iv. Description of the existing visual conditions and visibility of the project site as seen from the viewpoint and shown in the representative photographs c) Provide a supporting map (or maps) showing project features and representative viewpoints with arrows indicating the viewing direction(s). Provide associated GIS data (may be	5.1.1.6, Representative Viewpoints p. 5.1-9	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
combined with GIS data request below for representative photographs).		
5.1.1.7: Representative Photographs a) Provide high resolution photographs taken from the representative viewpoints in the directions of all proposed project features.[11] Multiple photographs should be provided where project features may be visible in different viewing directions from the same location. b) Provide the following information for each photograph: i. Capture time and date ii. Camera body and lens model iii. Lens focal length and camera height when taken Provide GIS data associated with each photograph location that includes coordinates (<1 meter resolution), elevations, and viewing directions, as well as the associated viewpoint.	5.1.1.7, Representative Photographs p. 5.1-11	
5.1.1.8: Visual Resource Management Areas a) Identify any visual resource management areas within and surrounding the project area (approximately 5-mile buffer). b) Describe any project areas within visual resource management areas. c) Provide a supporting map (or maps) showing project features and visual resource management areas. Provide associated GIS data.	5.1.1.8, Visual Resource Management Areas p. 5.1-12	
5.1.2 Regulatory Setting		
5.1.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding aesthetics and visual resource management.	5.1.2, Regulatory Setting p. 5.1-12	
5.1.3 Impact Questions		
5.1.3.1: Impact Questions. The impact questions include all aesthetic impact questions in the current version of CEQA Guidelines, Appendix G. **5.1.3.2:** Additional CEQA Impact Questions: None.	5.1.3, Impact Questions p. 5.1-16	
5.1.4 Impact Analysis		
5.1.4.1: Visual Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.	5.1.4, Impact Analysis p. 5.1-17	
The following information will be included in the PEA or a technical Appendix to support the aesthetic impact analysis:		
5.1.4.2: Analysis of Selected Viewpoints. Identify the methodology and assumptions that were applied in selecting key observation points for visual simulation. It is recommended that viewpoints are	5.1.4, Impact Analysis p. 5.1-17	

[11] All representative photographs should be taken using a digital single-lens reflex camera with standard 50-millimeter lens equivalent, which represents an approximately 40° horizontal view angle. The precise photograph coordinates and elevations should be collected using a high accuracy GPS unit.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
selected where viewers may be sensitive to visual change (public views) and in areas that are visually sensitive, or heavily trafficked or visited.[12]		
5.1.4.3: Visual Simulation a) Identify methodology and assumptions for completing the visual simulations. The simulations should include photorealistic 3-D models of project features and any land changes within the KOP view. The visual simulations should depict conditions: i. Immediately following construction, and ii. After vegetation establishment in all areas of temporary impact to illustrate the visual impact from vegetation removal. Provide high resolution images for the visual simulations.	5.1.4, Impact Analysis p. 5.1-17; Figures 5.1-3A through 5.1-3E pp. 5.1-31–51.-39	
5.1.4.4: Analysis of Visual Change a) Identify the methodology and assumptions for completing the visual change analysis.[13] The methodology should be consistent with applicable visual resource management criteria. b) Provide a description of the visual change for each selected viewpoint. Describe any conditions that would change over time, such as vegetation growth. c) Describe the effects of visual change that would result in the entire project area, as indicated by the selected viewpoints that were simulated and analyzed.	5.1.4, Impact Analysis p. 5.1-17	
5.1.4.5: Lighting and Marking. Identify all new sources of permanent lighting. Identify any proposed structures or lines that could require FAA notification. Identify any structures or line segments that could require lighting and marking based on flight patterns and FAA or military requirements. Provide supporting documentation in an Appendix (e.g., FAA notice and criteria tool results).	5.1.4, Impact Analysis p. 5.1-17	
5.1.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.1.7.1, CPUC Recommended Environmental Measures p. 5.1-25	

12 The KOP selection process should be discussed with CPUC during pre-filing.
13 The visual impact assessment methodology should be discussed with CPUC during pre-filing.

5.2 Agriculture and Forestry Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.2.1 Environmental Setting		
5.2.1.1: Agricultural Resources and GIS a) Identify all agricultural resources that occur within the project area including: i. Areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance ii. Areas under Williamson Act contracts and provide information on the status of the Williamson Act contract iii. Any areas zoned for agricultural use in local plans iv. Areas subject to active agricultural use b) Provide GIS data for agricultural resources within the proposed project area.	5.2.1.1, Agriculture Resources p. 5.2-1	
5.2.1.2: Forestry Resources and GIS a) Identify all forestry resources within the project area including: i. Forest land as defined in Public Resources Code 12220(g)[14] ii. Timberland as defined in Public Resource Code section 4526 iii. Timberland zoned Timberland Production as defined in Government Code section 51104(g) b) Provide GIS data for all forestry resources within the proposed project area.	5.2.1.2, Forestry Resources p. 5.2-1	
5.2.2 Regulatory Setting		
5.2.2: Agriculture and Forestry Regulations. Identify all federal, state, and local policies for protection of agricultural and forestry resources that apply to the proposed project.	5.2.2, Regulatory Setting p. 5.2-2	
5.2.3 Impact Questions		
5.2.3.1: Agriculture and Forestry Impact Questions. The impact questions include all agriculture and forestry impact questions in the current version of CEQA Guidelines, Appendix G. **5.2.3.2:** Additional CEQA Impact Questions: None.	5.2.3, Impact Questions p. 5.2-5	
5.2.4 Impact Analyses		
5.2.4.1: Agriculture and Forestry Impacts. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.	5.2.4, Impact Analysis p. 5.2-6	
Incorporate the following discussions into the analysis of impacts:		

[14] Forest land is defined in Public Resources Code as, "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.2.4.2: Prime Farmland Soil Impacts. Calculate the acreage of Prime Farmland soils that would be affected by construction and operation and maintenance.	5.2.4, Impact Analysis p. 5.2-6	
5.2.4.3. Williamson Act Impacts. Describe the approach to resolve potential conflicts with Williamson Act contract (if applicable)	5.2.4, Impact Analysis p. 5.2-6	
5.2.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.2.7.1, CPUC Recommended Environmental Measures p. 5.2-7	

5.3 Air Quality

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.3.1 Environmental Setting		
5.3.1.1: Air Quality Plans Identify and describe all applicable air quality plans and attainment areas. Identify the air basin(s) for the project area. If the project is located in more than one attainment area and/or air basin, provide the extent in each attainment area and air basin.	5.3.1.1, Air Quality Plans p. 5.3-1	
5.3.1.2: Air Quality. Describe existing air quality in the project area. a) Identify existing air quality exceedance of National Ambient Air Quality Standards and California Ambient Air Quality Standards in the air basin. b) Provide the number of days that air quality in the area exceeds state and federal air standards for each criteria pollutant that where air quality standards are exceeded. c) Provide air quality data from the nearest representative air monitoring station(s).	5.3.1.2, Air Quality p. 5.3-2	
5.3.1.3: Sensitive Receptor Locations. Identify the location and types of each sensitive receptor locations[15] within 1,000 feet of the project area. Provide GIS data for sensitive receptor locations.	5.3.1.4, Sensitive Receptor Locations p. 5.3-4	
5.3.2 Regulatory Setting		
5.3.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding aesthetics and visual resource management.	5.3.2, Regulatory Setting p. 5.3-4	
5.3.2.2: Air Permits. Identify and list all necessary air permits.	5.3.2.2, Air Permits p. 5.3-10	

[15] Sensitive Receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine (California Health and Safety Code Section 42705.5[a][5]).

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.3.3 Impact Questions		
5.3.3.1: Impact Questions. The impact questions include all air quality impact questions in the current version of CEQA Guidelines, Appendix G. **5.3.3.2:** Additional CEQA Impact Questions: None.	5.3.3, Impact Questions p. 5.3-10	
5.3.4 Impact Analysis		
5.3.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.	5.3.4, Impact Analysis p. 5.3-11	
The following information will be presented in the PEA or a technical Appendix to support the air quality impact analysis:		
5.3.4.2: Air Quality Emissions Modeling. Model project emissions using the most recent version of CalEEMod and/or a current version of other applicable modeling program. Provide all model input and output data sheets in Microsoft Excel format to allow CPUC to evaluate whether project data was entered into the modeling program accurately. The assumptions used in the air quality modeling must be consistent with all PEA information about the project's schedule, workforce, and equipment. The following information will be addressed in the emissions modeling, Air Quality Appendix, and PEA: a) Quantify the expected emissions of criteria pollutants from all project-related sources. Quantify emissions for both construction and operation (e.g., compressor equipment). b) Identify manufacturer's specifications for all proposed new emission sources. For proposed new, additional, or modified compressor units, include the horsepower, type, and energy source. c) Describe any emission control systems that are included in the air quality analysis (e.g., installation of filters, use of EPA Tier II, III, or IV equipment, use of electric engines, etc.). d) When multiple air basins may be affected by the project, model air emissions within each air basin and provide a narrative (supported by calculations) that clearly describes the assumptions around the project activities considered for each air basin. Provide modeled emissions by attainment area or air basin (supported by calculations).	Appendix B, Air Quality and GHG Emissions Technical Report	
5.3.4.3: Air Quality Emissions Summary. Provide a table summarizing the air quality emissions for the project and applicable thresholds for each applicable attainment area. Include a summary of uncontrolled emissions (prior to application of any APMs) and controlled emissions (after application of APMs). Clearly identify the assumptions that were applied in the controlled emissions estimates.	5.3.4, Impact Analysis p. 5.3-11	
5.3.4.4: Health Risk Assessment. Complete a Health Risk Assessment when air quality emissions have the potential to lead to human health	Appendix B, Air Quality and GHG Emissions Technical Report	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
impacts[16]. If health impacts are not anticipated from project emissions, the analysis should clearly describe why emissions would not lead to health impacts.		
5.3.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.3.7.1, CPUC Recommended Environmental Measures p. 5.3-22	

5.4 Biological Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.4.1 Environmental Setting		
5.4.1.1: Biological Resources Technical Report. Provide a Biological Resources Technical Report as an Appendix to the PEA that includes all information specified in Attachment 2.	Appendix C, Biological Resources Assessment	
The following biological resources information will be presented in the PEA:		
5.4.1.2: Survey Area (Local Setting). Identify and describe the biological resources survey area as documented in the Biological Resources Technical Report. All temporary and permanent project areas must be within the survey area.	5.4.1.2, Study Area (Local Setting) p. 5.4-1	
5.4.1.3: Vegetation Communities and Land Cover a) Identify, describe, and quantify vegetation communities and land cover types within the biological resources survey area. b) Clearly identify any sensitive natural vegetation communities that meet the definition of a biological resource under CEQA (i.e., rare, designated, or otherwise protected), such as, but not limited to, riparian habitat. c) Provide a supporting map (or maps) showing project features and vegetation communities and land cover type.	5.4.1.3, Vegetation Communities and Land Cover p. 5.4-2	
5.4.1.4: Aquatic Features a) Identify, describe, and quantify aquatic features within the biological resources survey area that may provide potentially suitable aquatic habitat for rare and special-status species. b) Identify and quantify potentially jurisdictional aquatic features and delineated wetlands, according to the Wetland Delineation Report and Biological Resources Technical Report.	5.4.1.4, Aquatic Features p. 5.4-4	

[16] Refer to Office of Environmental Health Hazard Assessment (OEHHA) most recent guidance for preparation of Health Risk Assessments to determine whether a Health Risk Assessment is required for the project. The need for an HRA should also be discussed with CPUC during pre-filing.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
c) Provide a supporting map (or maps) showing project features and aquatic resources.		
5.4.1.5: Habitat Assessment. Identify rare and special-status species with potential to occur in the project region (approximately a 5-mile buffer but may be larger if necessary). For each species, provide the following information: a) Common and scientific name b) Status and/or rank c) Habitat characteristics (i.e., vegetation communities, elevations, seasonal changes, etc.) d) Blooming characteristics for plants e) Breeding and other dispersal (range) behavior for wildlife f) Potential to occur within the survey area (i.e., Present, High Potential, Moderate Potential, Low Potential, or Not Expected), with justification based on the results of the records search, survey findings, and presence of potentially suitable habitat g) Specific types and locations of potentially suitable habitat that correspond to the vegetation communities and land cover and aquatic features	5.4.1.5, Habitat Assessment p. 5.4-4	
5.4.1.6: Critical Habitat a) Identify and describe any critical habitat for rare or special-status species within and surrounding the project area (approximately a 5-mile buffer). b) Provide a supporting map (or maps) showing project features and critical habitat.	5.4.1.6, Critical Habitat p. 5.4-7	
5.4.1.7: Native Wildlife Corridors and Nursery Sites a) Identify and describe regional and local wildlife corridors within and surrounding the project area (approximately a 5-mile buffer), including but not limited to, landscape and aquatic features that connect suitable habitat in regions otherwise fragmented by terrain, changes in vegetation, or human development. b) Identify and describe regional and local native wildlife nursery sites within and surrounding the project area (approximately a 5-mile buffer), as identified through the records search, surveys, and habitat assessment. c) Provide a supporting map (or maps) showing project features, native wildlife corridors, and native nursery sites.	5.4.1.7, Native Wildlife Corridors and Nursery Sites p. 5.4-8	
5.4.1.8: Biological Resource Management Areas a) Identify any biological resource management areas (i.e., conservation or mitigation areas, HCP or NCCP boundaries, etc.) within and surrounding the project area (approximately 5-mile buffer). b) Identify and quantify any project areas within biological resource management areas. c) Provide a supporting map (or maps) showing project features and biological resource management areas.	5.4.1.8, Biological Resource Management Areas p. 5.4-8	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.4.2 Regulatory Setting		
5.4.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding biological resources.	5.4.2, Regulatory Setting p. 5.4-9	
5.4.2.2: Habitat Conservation Plan. Provide a copy of any relevant Habitat Conservation Plan.	5.4.2.4, Habitat Conservation Plan p. 5.4-11	
5.4.3 Impact Questions		
5.4.3.1: Impact Questions. The impact questions include all biological resource impact questions in the current version of CEQA Guidelines, Appendix G. **5.4.3.2:** Additional CEQA Impact Question: Would the project create a substantial collision or electrocution risk for birds or bats?	5.4.3, Impact Questions p. 5.4-11	
5.4.4 Impact Analysis		
5.4.4.1: Impact Analysis Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for Biological Resources and any additional impact questions listed above.	5.4.4, Impact Analysis p. 5.4-12	
The following information will be included in the impact analysis:		
5.4.4.2: Quantify Habitat Impacts. Provide the area of impact in acres by each habitat type. Quantify temporary and permanent impacts. For all temporary impacts provide the following: a) Description of the restoration and revegetation approach b) Vegetation species that would be planted within the area of temporary disturbance c) Procedures to reduce invasive weed encroachment within areas of temporary disturbance d) Expected timeframe for restoration of the site	5.4.4, Impact Analysis p. 5.4-12	
5.4.4.3: Special-Status Species Impacts. Identify anticipated impacts on special-status species. Identify any take permits that are anticipated for the project. If an existing habitat conservation plan (HCP) or natural communities conservation plan (NCCP) would be used for the project, provide current accounting of take coverage included in the HCP/NCCP to demonstrate that there is sufficient habitat coverage remaining under the existing permit.	5.4.4, Impact Analysis p. 5.4-12	
5.4.4.4: Wetland Impacts. Quantify the area (in acres) of temporary and permanent impacts on wetlands. Include the following details: a) Provide a table identifying all wetlands, by milepost and length, crossed by the project and the total acreage of each wetland type that would be affected by construction. b) Discuss construction and restoration methods proposed for crossing wetlands. c) If wetlands would be filled or permanently lost, describe proposed measures to compensate for permanent wetland losses.	5.4.4, Impact Analysis p. 5.4-12	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
d) If forested wetlands would be affected, describe proposed measures to restore forested wetlands following construction.		
5.4.4.5: Avian Impacts. Describe avian obstructions and risk of electrocution from the project. Describe any standards that will be implemented as part of the project to reduce the risk of collision and electrocution.	5.4.4, Impact Analysis p. 5.4-12	
5.4.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.4.7.1, CPUC Recommended Environmental Measures p. 5.4-16	

5.5 Cultural Resources

This section will include, but is not limited to, the following:[17]	PEA Section and Page Number	Applicant Notes, Comments
5.5.1 Environmental Setting		
5.5.1.1: Cultural Resource Reports. Provide a cultural resource inventory and evaluation report that addresses the technical requirement provided in Attachment 3.	Appendix D, Cultural Resources Inventory Report	
5.5.1.2: Cultural Resources Summary. Summarize cultural resource survey and inventory results and survey methods. Do not provide any confidential cultural resource information within the PEA chapter.	5.5.1.2, Cultural Resources Summary p. 5.5-1	
5.5.1.3: Cultural Resource Survey Boundaries. Provide a map with mileposts showing the boundaries of all survey areas in the report. Provide the GIS data for the survey area. Provide confidential GIS data for the resource locations and boundaries separately under confidential cover.	5.5.1.3, Cultural Resources Survey Boundaries p. 5.5-11	
5.5.2 Regulatory Setting		
5.5.2.1: Regulatory Setting. Identify applicable federal and state regulations for protection of cultural resources.	5.5.2, Regulatory Setting p. 5.5-11	
5.5.3 Impact Questions		
5.5.3.1: Impact Questions. The impact questions include all cultural resource impact questions in the current version of CEQA Guidelines, Appendix G. **5.5.3.2:** Additional CEQA Impact Questions: None.	5.5.3, Impact Questions p. 5.5-15	

[17] For a description and evaluation of cultural resources specific to Tribes, see Section 5.18, Tribal Cultural Resources.

This section will include, but is not limited to, the following:[17]	PEA Section and Page Number	Applicant Notes, Comments
5.5.4 Impact Analysis		
5.5.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.5.4, Impact Analysis p. 5.5-15	
Include the following information in the impact analysis		
5.5.4.2: Human Remains. Describe the potential for encountering human remains or grave goods during the trenching or any other phase of construction. Describe the procedures that would be used if human remains are encountered.	5.5.4, Impact Analysis p. 5.5-15	
5.5.4.3: Resource Avoidance. Describe avoidance procedures that would be implemented to avoid known resources.	5.5.4, Impact Analysis p. 5.5-15	
5.5.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.5.7.1, CPUC Recommended Environmental Measures p. 5.5-17	

5.6 Energy

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.6.1 Environmental Setting		
5.6.1.1: Existing Energy Use. Identify energy use of existing infrastructure if the proposed project would replace or upgrade an existing facility.	5.6.1.2, Existing Energy Use p. 5.6-1	
5.6.2 Regulatory Setting		
5.6.2.1: Regulatory Setting. Identify applicable federal, state, or local regulations or policies applicable to energy use for the proposed project.	5.6.2, Regulatory Setting p. 5.6-1	
5.6.3 Impact Questions		
5.6.3.1: Impact Questions: The impact questions include all energy impact questions in the current version of CEQA Guidelines, Appendix G. **5.6.3.2:** Additional CEQA Impact Question: Would the project add capacity for the purpose of serving a non-renewable energy resource?	5.6.3, Impact Questions p. 5.6-3	
5.6.4 Impact Analysis		
5.6.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.	5.6.4, Impact Analysis p. 5.6-4	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
Include the following information in the impact analysis:		
5.6.4.2: Nonrenewable Energy. Identify renewable and non-renewable energy projects that may interconnected to or be supplied by the proposed project.	5.6.4, Impact Analysis p. 5.6-4	
5.6.4.3: Fuels and Energy Use a) Provide an estimation of the amount of fuels (gasoline, diesel, helicopter fuel, etc.) that would be used during construction and operation and maintenance of the project. Fuel estimates should be consistent with Air Quality calculations supporting the PEA. b) Provide the following information on energy use: i. Total energy requirements of the project by fuel type and end use ii. Energy conservation equipment and design features iii. Identification of energy supplies that would serve the project	5.6.4, Impact Analysis p. 5.6-4	
5.6.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.6.7.1, CPUC Recommended Environmental Measures p. 5.6-10	

5.7 Geology, Soils, and Paleontological Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.7.1 Environmental Setting		
5.7.1.1: Regional and Local Geologic Setting. Briefly describe the regional and local physiography, topography, and geologic setting in the project area.	5.7.1.1, Regional and Local Geologic Setting p. 5.7-1	
5.7.1.2: Seismic Hazards a) Provide the following information on potential seismic hazards in the project area: i. Identify and describe regional and local seismic risk including any active faults within and surrounding the project area (will be a 10-mile buffer unless otherwise instructed in writing by CEQA Unit Staff during Pre-filing) ii. Identify any areas that are prone to seismic-induced landslides iii. Provide the liquefaction potential for the project area b) Provide a supporting map (or maps) showing project features and major faults, areas of landslide risk, and areas at high risk	5.7.1.2, Seismic Hazards p. 5.7-1	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
of liquefaction. Provide GIS data for all faults, landslides, and areas of high liquefaction potential.		
5.7.1.3: Geologic Units. Identify and describe the types of geologic units in the project area. Include the following information for each geologic unit: a) Summarize the geologic units within the project area. b) Identify any previous landslides in the area and any areas that are at risk of landslide. c) Identify any unstable geologic units. d) Provide a supporting map (or maps) showing project features and geologic units. Clearly identify any areas with potentially hazardous geologic conditions. Provide associated GIS data.	5.7.1.3, Geologic Units p. 5.7-4	
5.7.1.4: Soils. Identify and describe the types of soils in the project area. a) Summarize the soils within the project area. b) Clearly identify any soils types that could be unstable (e.g., at risk of lateral spreading, subsidence, liquefaction, or collapse). c) Provide information on erosion susceptibility for each soil type that occurs in the project area. d) Provide a supporting map (or maps) showing project features and soils. Provide associated GIS data.	5.7.1.4, Soils p. 5.7-5	
5.7.1.5: Paleontological Report. Provide a paleontological report that includes the following: a) Information on any documented fossil collection localities within the project area and a 500-foot buffer. b) A paleontological resource sensitivity analysis based on published geological mapping and the resource sensitivity of each rock type. c) Supporting maps and GIS data.	Appendix J, Paleontological Resources Inventory Report	
5.7.2 Regulatory Setting		
5.7.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding geology, soils, and paleontological resources.	5.7.2, Regulatory Setting p. 5.7-6	
5.7.3 Impact Questions		
5.7.3.1: Impact Questions. The impact questions include all geology, soils, and paleontological resource impact questions in the current version of CEQA Guidelines, Appendix G. **5.7.3.2:** Additional CEQA Impact Questions: None.	5.7.3, Impact Questions p. 5.7-11	
5.7.4 Impact Analysis		
5.7.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.7.4, Impact Analysis p. 5.7-12	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
Include the following information in the impact analysis:		
5.7.4.2: Geotechnical Requirements. Identify any geotechnical requirements that would be implemented to address effects from unstable geologic units or soils. Describe how the recommendation would be applied (i.e., when and where).	5.7.4, Impact Analysis p. 5.7-12	
5.7.4.3: Paleontological Resources. Identify the potential to disturb paleontological resources based on the depth of proposed excavation and paleontological sensitivity of geologic units within the project area.	5.7.4, Impact Analysis p. 5.7-12	
5.7.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.7.7.1, CPUC Recommended Environmental Measures p. 5.7-18	

5.8 Greenhouse Gas Emissions

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.8.1 Environmental Setting		
5.8.1.1: GHG Setting. Provide a description of the setting for greenhouse gases (GHGs). The setting should consider any GHG emissions from existing infrastructure that would be upgraded or replaced by the proposed project.	5.8.1, Environmental Setting p. 5.8-1	
5.8.2 Regulatory Setting		
5.8.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for greenhouse gases.	5.8.2, Regulatory Setting p. 5.8-3	
5.8.3 Impact Questions		
5.8.3.1 Impact Questions. The impact questions include all greenhouse gas impact questions in the current version of CEQA Guidelines, Appendix G. **5.8.3.2:** Additional CEQA Impact Questions: None.	5.8.3, Impact Questions p. 5.8-7	
5.8.4 Impact Analysis		
5.8.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.8.4, Impact Analysis p. 5.8-8	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
Include the following information in the impact analysis:		
5.8.4.2: GHG Emissions. Provide a quantitative assessment of GHG emissions for construction and operation and maintenance of the proposed project. Provide model results and all model files. Modeling will be conducted using the latest version of the emissions model at the time of application filing (e.g., most recent version of CalEEMod). GHG emissions will be provided for the following conditions: a) Uncontrolled emissions (before APMs are applied) b) Controlled emissions considering application of APMs i. Based on the modeled GHG emissions, quantify the project's contribution to and analyze the project's effect on climate change. Identify and provide justification for the timeframe considered in the analysis. ii. Discuss any programs already in place to reduce GHG emissions on a system-wide level. This includes the Applicant's voluntary compliance with the EPA SF6 reduction program, reductions from energy efficiency, demand response, LTPP, etc. iii. For any significant impacts, identify potential strategies that could be employed by the project to reduce GHGs during construction or operation and maintenance consistent with OPR Advisory on CEQA and Climate Change.	5.8.4, Impact Analysis p. 5.8-8	
Natural Gas Storage		
5.8.4.3: Natural Gas Storage Accident Conditions. In addition to the requirements above, identify the potential GHG emissions that could result in the event of a gas leak.	N/A	Ventura Compressor Station is not a Natural Gas Storage Facility and therefore is not subject to Section 5.8.4.3 Natural Gas Storage Accident Conditions which is listed under the Natural Gas Storage section of the checklist.
5.8.4.4: Monitoring and Contingency Plan. Provide a comprehensive monitoring plan that would be implemented during project operation to monitor for gas leaks. The plan should identify a monitoring schedule, description of monitoring activities, and actions to be implemented if gas leaks are observed.	N/A	Ventura Compressor Station is not a Natural Gas Storage Facility and therefore is not subject to Section 5.8.4.4 Monitoring and Contingency Plan listed under 5.8.4 Impact Analysis. Monitoring activities were discussed in Section 3.1, 3.2.1.1, and 5.20.2.6 of the PEA.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.8.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.8.7.1, CPUC Recommended Environmental Measures p. 5.8-15	

5.9 Hazards, Hazardous Materials, and Public Safety

This section will include, but is not limited to, the following:[18]	PEA Section and Page Number	Applicant Notes, Comments
5.9.1 Environmental Setting		
5.9.1.1: Hazardous Materials Report. Provide a Phase I Environmental Site Assessment or similar hazards report for the proposed project area. Describe any known hazardous materials locations within the project area and the status of the site.	Appendix F, Phase I Environmental Site Assessment	
5.9.1.2: Airport Land Use Plan. Identify any airport land use plan(s) within the project area.	5.9.1.3, Airport Land Use Plan p. 5.9-7	
5.9.1.3: Fire Hazard. Identify if the project occurs within federal, state, or local fire responsibility areas and identify the fire hazard severity rating for all project areas, including temporary work areas and access roads.	5.9.1.4, Fire Hazard p. 5.9-7	
5.9.1.4: Metallic Objects. For electrical projects, identify any metallic pipelines or cables within 25 feet of the project.	N/A	
5.9.1.5: Pipeline History (for Natural Gas Projects). Provide a narrative describing the history of the pipeline system(s) to which the project would connect, list of previous owner and operators, and detailed summary of the pipeline systems' safety and inspection history.	5.9.1.5, Pipeline History p. 5.9-8; Appendix Q, Pipeline Repair/ Replacement and Inspection	
5.9.2 Regulatory Setting		
5.9.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for hazards, hazardous materials, and public safety.	5.9.2, Regulatory Setting p. 5.9-9	
5.9.2.2: Touch Thresholds. Identify applicable standards for protection of workers and the public from shock hazards.	5.9.2.4, Touch Thresholds p. 5.9-14	

[18] For fire risk specific to state responsibility areas or lands classified as very high fire hazard severity zones, see Section 5.20, Wildfire.

This section will include, but is not limited to, the following:[18]	PEA Section and Page Number	Applicant Notes, Comments
5.9.3 Impact Questions		
5.9.3.1: Impact Questions. The impact questions include all hazards and hazardous materials impact questions in the current version of CEQA Guidelines, Appendix G. **5.9.3.2:** Additional CEQA Impact Questions: a) Would the project create a significant hazard to air traffic from the installation of new power lines and structures? b) Would the project create a significant hazard to the public or environment through the transport of heavy materials using helicopters? c) Would the project expose people to a significant risk of injury or death involving unexploded ordnance? d) Would the project expose workers or the public to excessive shock hazards?	5.9.3, Impact Questions p. 5.9-14	
5.9.4 Impact Analysis		
5.9.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.	5.9.4, Impact Analysis p. 5.9-16	
Include the following information in the impact analysis:		
5.9.4.2: Hazardous Materials. Identify the hazardous materials (i.e., chemicals, solvents, lubricants, and fuels) that would be used during construction and operation of the project. Estimate the quantity of each hazardous material that would be stored on site during construction and operation.	5.9.4, Impact Analysis p. 5.9-16	
5.9.4.3: Air Traffic Hazards. If the project involves construction of above-ground structures (including structure replacement) within the airport land use plan area, provide a discussion of how the project would or would not conflict with height restrictions identified in the airport land use plan and how the project would comply with any FAA or military requirements for the above ground facilities.	5.9.4, Impact Analysis p. 5.9-16	
5.9.4.4: Accident or Upset Conditions. Describe how the project facilities would be designed, constructed, operated, and maintained to minimize potential hazard to the public from the failure of project components as a result of accidents or natural catastrophes.	5.9.4, Impact Analysis p. 5.9-16	
5.9.4.5: Shock Hazard. For electricity projects, identify infrastructure that may be susceptible to induced current from the proposed project. Describe strategies (e.g., cathodic protection) that the project would employ to reduce shock hazards and avoid electrocution of workers or the public.	5.9.4, Impact Analysis p. 5.9-16	
For Natural Gas and Gas Storage:		
5.9.4.6: Health and Safety Plan. Include in the Health and Safety Plan (HASP), plans for addressing gas leaks, fires, etc. Identify sensitive receptors, methods of evacuation, and protection measures. The Plan will be provided as an Appendix to the PEA.	3.2.1.1, Project Safety p. 3-2 Appendix O, Preliminary HASP	

This section will include, but is not limited to, the following:[18]	PEA Section and Page Number	Applicant Notes, Comments
5.9.4.7: Health Risk Assessment. Provide a Health Risk Assessment including risk from potential gas leaks, fires, etc. Identify sensitive receptors that would be affected and potential impacts on them if there is a gas release.[19]	Appendix B, Air Quality and GHG Emissions Technical Report	
5.9.4.8: Gas Migration. Describe potential for and effects of gas migration through natural and manmade pathways. a) Provide Applicant Proposed Measures for avoiding gas emissions at the surface from gas migration pathways. b) Provide Applicant Proposed Measures for avoiding emissions of mercaptan and/or other odorizing agents.	5.9.4, Impact Analysis p. 5.9-16	
5.9.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.9.7.1, CPUC Recommended Environmental Measures p. 5.9-25	

5.10 Hydrology and Water Quality

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.10.1 Environmental Setting		
5.10.1.1: Waterbodies. Identify by milepost all ephemeral, intermittent, and perennial surface waterbodies crossed by the project. For each, list its water quality classification, if applicable.	5.10.1.1, Water Bodies p. 5.10-1	
5.10.1.2: Water Quality. Identify any downstream waters that are on the state 303(d) list and identify whether a total maximum daily load (TMDL) has been adopted or the date for adoption of a TMDL. Identify existing sources of impairment for downstream waters. Describe any management plans that are in place for downstream waters.	5.10.1.2, Water Quality p. 5.10-1	
5.10.1.3: Groundwater Basin. Identify all known EPA and state groundwater basins and aquifers crossed by the project.	5.10.1.3, Groundwater Basin p. 5.10-2	
5.10.1.4: Groundwater Wells and Springs. Identify the locations of all known public and private groundwater supply wells and springs within 150 feet of the project area.	5.10.1.4, Groundwater Wells and Springs p. 5.10-2	

19 Refer to the requirements for Health Risk Assessments in Section 5.3.4.4.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.10.1.5: Groundwater Management. Identify the groundwater management status of any groundwater resources in the project area and any groundwater resources that may be used by the project. Describe if groundwater resources in the basin have been adjudicated. Identify any sustainable groundwater management plan that has been adopted for groundwater resources in the project area or describe the status of groundwater management planning in the area.	5.10.1.5, Groundwater Management p. 5.10-3	
5.10.2 Regulatory Setting		
5.10.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding hydrologic and water quality.	5.10.2, Regulatory Setting p. 5.10-4	
5.10.3 Impact Questions		
5.10.3.1: Impact Questions. The impact questions include all hydrology and water quality impact questions in the current version of CEQA Guidelines, Appendix G. **5.10.3.2:** Additional CEQA Impact Questions: None.	5.10.3, Impact Questions p. 5.10-11	
5.10.4 Impact Analysis		
5.10.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in the current version of CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.10.4, Impact Analysis p. 5.10-12	
Include the following information in the impact analysis:		
5.10.4.2: Hydrostatic Testing. Identify all potential sources of hydrostatic test water, quantity of water required, withdrawal methods, treatment of discharge, and any waste products generated.	N/A	
5.10.4.3: Water Quality Impacts. Describe impacts to surface water quality, including the potential for accelerated soil erosion, downstream sedimentation, and reduced surface water quality.	5.10.4, Impact Analysis p. 5.10-12	
5.10.4.4: Impermeable Surfaces. Describe increased run-off and impacts on groundwater recharge due to construction of impermeable surfaces. Provide the acreage of new impermeable surfaces that will be created as a result of the project.	5.10.4, Impact Analysis p. 5.10-12	
5.10.4.5: Waterbody Crossings. Identify by milepost all waterbody crossings. Provide the following information for crossing: a) Identify whether the waterbody has contaminated waters or sediments. b) Describe the waterbody crossing method and any approaches to avoid the waterbody. c) Describe typical additional work area and staging area requirements at waterbody and wetland crossings. d) Describe any dewatering or water diversion that will be required during construction near the waterbody. Identify treatment methods for any dewatering. e) Describe any proposed restoration methods for work near or within the waterbody.	N/A	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.10.4.6: Groundwater Impacts. If water would be obtained from groundwater supplies, evaluate the project's consistency with any applicable sustainable groundwater management plan.	5.10.4, Impact Analysis p. 5.10-12	
5.10.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.10.7.1, CPUC Recommended Environmental Measures p. 5.10-19	

5.11 Land Use and Planning

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.11.1 Environmental Setting		
5.11.1.1: Land Use. Provide a description of land uses within the area traversed by the project route as designated in the local General Plan (e.g., residential, commercial, agricultural, open space, etc.).	5.11.1.1, Land Use p. 5.11-1	
5.11.1.2: Special Land Uses. Identify by milepost and segment all special land uses within the project area including: a) All land administered by federal, state, or local agencies, or private conservation organizations b) Any designated coastal zone management areas c) Any designated or proposed candidate National or State Wild and Scenic Rivers crossed by the project d) Any national landmarks	5.11.1.2, Special Land Uses p. 5.11-4	
5.11.1.3: Habitat Conservation Plan. Provide a copy of any Habitat Conservation Plan applicable to the project area or proposed project. Also required for Section 5.4, Biological Resources.	5.11.1.3, Habitat Conservation Plan p. 5.11-4	
5.11.2 Regulatory Setting		
5.11.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for land use and planning.	5.11.2, Regulatory Setting p. 5.11-4	
5.11.3 Impact Questions		
5.11.3.1: Impact Questions. The impact questions include all land use questions in the current version of CEQA Guidelines, Appendix G. **5.11.3.2:** Additional CEQA Impact Questions: None.	5.11.3, Impact Questions p. 5.11-8	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.11.4 Impact Analysis		
5.11.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.11.4, Impact Analysis p. 5.11-9	
5.11.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.11.7.1, CPUC Recommended Environmental Measures p. 5.11-10	

5.12 Mineral Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.12.1 Environmental Setting		
5.12.1.1: Mineral Resources. Provide information on the following mineral resources within 0.5 mile of the proposed project area: a) Known mineral resources b) Active mining claims c) Active mines d) Resource recovery sites	5.12.1, Environmental Setting 5.12-1	
5.12.2 Regulatory Setting		
5.12.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for minerals.	5.12.2, Regulatory Setting 5.12-2	
5.12.3 Impact Questions		
5.12.3.1: Impact Questions. The impact questions include all mineral resource impact questions in the current version of CEQA Guidelines, Appendix G. **5.12.3.2:** Additional CEQA Impact Questions: None.	5.12.3, Impact Questions 5.12-3	
5.12.4 Impact Analysis		
5.12.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.12.4, Impact Analysis 5.12-4	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.12.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.12.7.1, CPUC Recommended Environmental Measures 5.12-6	

5.13 Noise

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.13.1 Environmental Setting		
5.13.1.1: Noise Sensitive Land Uses. Identify all noise sensitive land uses within 1,000 feet of the proposed project. Provide GIS data for sensitive receptors within 1,000 feet of the project.	5.13.1.1, Noise Sensitive Land Uses p. 5.13-1	
5.13.1.2: Noise Setting. Provide the existing noise levels (L_{max}, L_{min}, L_{eq}, and L_{dn} sound level and other applicable noise parameters) at noise sensitive areas near the proposed project. All noise measurement data and the methodology for collecting the data will be provided in a noise study as an Appendix to the PEA.	5.13.1.2, Noise Setting p. 5.13-1	
5.13.2 Regulatory Setting		
5.13.2.1: Regulatory Setting. Identify applicable state, and local laws, policies, and standards for noise.	5.13.2, Regulatory Setting p. 5.13-4	
5.13.3 Impact Questions		
5.13.3.1 Impact Questions. The impact questions include all noise questions in the current version of CEQA Guidelines, Appendix G. **5.13.3.2:** Additional CEQA Impact Questions: None.	5.13.3, Impact Questions p. 5.13-6	
5.13.4 Impact Analysis		
5.13.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.13.4, Impact Analysis p. 5.13-7	
Include the following information in the impact analysis:		
5.13.4.2: Noise Levels a) Identify noise levels for each piece of equipment that could be used during construction. b) Provide a table that identifies each phase of construction, the equipment used in each construction	5.13.4, Impact Analysis p. 5.13-7	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
phase, and the length of each phase at any single location. c) Estimate cumulative equipment noise levels for each phase of construction. d) Include phases of operation if noise levels during operation have the potential to frequently exceed pre-project existing conditions. e) Identify manufacturer's specifications for equipment and describe approaches to reduce impacts from noise.		
For Natural Gas:		
5.13.4.3: Compressor Station Noise. Provide site plans of compressor stations or other noisy, permanent equipment, showing the location of the nearest noise sensitive areas within 1 mile of the proposed ROW. If new compressor station sites are proposed, measure or estimate the existing ambient sound environment based on current land uses and activities. For existing compressor stations (operated at full load), include the results of a sound level survey at the site property line and nearby noise-sensitive areas. Include a plot plan that identifies the locations and duration of noise measurements.	5.13.4, Impact Analysis p. 5.13-7	
5.13.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.13.7.1, CPUC Recommended Environmental Measures p. 5.13-17	

5.14 Population and Housing

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.14.1 Environmental Setting		
5.14.1.1: Population Estimates. Identify population trends for the areas (county, city, town, census designated place) where the project would take place.	5.14.1.1, Population Estimates p. 5.14-2	
5.14.1.2: Housing Estimates. Identify housing estimates and projections in areas where the project would take place.	5.14.1.3, Housing Estimates p. 5.14-3	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.14.1.3: Approved Housing Developments a) Provide the following information for all housing development projects within 1 mile of the proposed project that have been recently approved or may be approved around the PEA and application filing date: i. Project name ii. Location iii. Number of units and estimated population increase iv. Approval date and construction status v. Contact information for developer (provided in the public outreach Appendix) b) Ensure that the project information provided above is consistent with the PEA analysis of cumulative project impacts.	5.14.1.4, Approved Housing Developments p. 5.14-3	
5.14.2 Regulatory Setting		
5.14.2.1: Regulatory Setting. Identify any applicable federal, state or local laws or regulations that apply to the project.	5.14.2, Regulatory Setting p. 5.14-4	
5.14.3 Impact Questions		
5.14.3.1: Impact Questions. The impact questions include all population and housing impact questions in the current version of CEQA Guidelines, Appendix G. **5.14.3.2:** Additional CEQA Impact Questions: None.	5.14.3, Impact Questions p. 5.14-6	
5.14.4 Impact Analysis		
5.14.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.14.4, Impact Analysis p. 5.14-7	
Include the following information in the impact analysis:		
5.14.4.2: Impacts to Housing. Identify if any existing or proposed homes occur within the footprint of any proposed project elements or right-of-way. Describe housing impacts (e.g., demolition and relocation of residents) that may occur as a result of the proposed project.	5.14.4, Impact Analysis p. 5.14-7	
5.14.4.3: Workforce Impacts. Describe on-site manpower requirements, including the number of construction personnel who currently reside within the impact area, who would commute daily to the site from outside the impact area or would relocate temporarily within the impact area. Chapter 4 of this document can be referenced as applicable. Identify any permanent employment opportunities that would be create by the project and the workforce conditions in the area that the jobs would be created.	5.14.4, Impact Analysis p. 5.14-7	
5.14.4.4: Population Growth Inducing. Provide information on the project's growth inducing impacts, if any. The information will include, but is not necessarily limited to, the following: a) Any economic or population growth in the surrounding environment that will directly or indirectly result from the project b) Any obstacles to population growth that the project would remove	5.14.4, Impact Analysis p. 5.14-7	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
c) Any other activities directly or indirectly encouraged or facilitated by the project that would cause population growth leading to a significant effect on the environment, either individually or cumulatively		
5.14.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.14.7.1, CPUC Recommended Environmental Measures p. 5.14-8	

5.15 Public Services

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.15.1 Environmental Setting		
5.15.1.1 Service Providers a) Identify the following service providers that serve the project area and provide a map showing the service facilities that could serve the project: i. Police ii. Fire (identify service providers within local and state responsibility areas) iii. Schools iv. Parks v. Hospitals b) Provide the documented performance objectives and data on existing emergency response times for service providers in the area (e.g., police or fire department response times).	5.15.1.1, Service Providers 5.15-1	
5.15.2 Regulatory Setting		
5.15.2.1 Regulatory Setting. Identify any applicable federal, state or local laws or regulations for public services that apply to the project.	5.15.2, Regulatory Setting 5.15-5	
5.15.3 Impact Questions		
5.15.3.1: Impact Questions. The impact questions include all public services impact questions in the current version of CEQA Guidelines, Appendix G. **5.15.3.2:** Additional CEQA Impact Questions: None.	5.15.3, Impact Questions 5.15-12	
5.15.4 Impact Analysis		
5.15.4.1 Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.15.4, Impact Analysis 5.15-12	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
Include the following information in the impact analysis:		
5.15.4.2: Emergency Response Times a) Describe whether the project would impede ingress and egress of emergency vehicles during construction and operation. b) Include an analysis of impacts on emergency response times during project construction and operation, including impacts during any temporary road closures. Describe approaches to address impacts on emergency response times.	5.15.4, Impact Analysis 5.15-12	
5.15.4.3: Displaced Population. If the project would create permanent employment or displace people, evaluate the impact of the new employment or relocated people on governmental facilities and services and describe plans to reduce the impact on public services.	5.15.4, Impact Analysis 5.15-12	
5.15.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.15.7.1, CPUC Recommended Environmental Measures 5.15-24	

5.16 Recreation

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.16.1 Environmental Setting		
5.16.1.1: Recreational Setting a) Describe the regional and local recreation setting in the project area including: i. Any recreational facilities or areas within and surrounding the project area (approximately 0.5-mile buffer) including the recreational uses of each facility or area ii. Any available data on use of the recreational facilities including volume of use b) Provide a map (or maps) showing project features and recreational facilities and provide associated GIS data.	5.16.1, Environmental Setting p. 5.16-1	
5.16.2 Regulatory Setting		
5.16.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding recreation.	5.16.2, Regulatory Setting p. 5.16-2	
5.16.3 Impact Questions		
5.16.3.1: Impact Questions. The impact questions include all recreation impact questions in the current version of CEQA Guidelines, Appendix G.	5.16.3, Impact Questions	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.16.3.2: Additional CEQA Impact Questions: a) Would the project reduce or prevent access to a designated recreation facility or area? b) Would the project substantially change the character of a recreational area by reducing the scenic, biological, cultural, geologic, or other important characteristics that contribute to the value of recreational facilities or areas? c) Would the project damage recreational trails or facilities?	p. 5.16-3	
5.16.4 Impact Analysis		
5.16.4.1: Impact Analysis: Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.16.4, Impact Analysis p. 5.16-4	
5.16.4.2: Impact Details. Clearly identify the maximum extent of each impact, and when and where the impacts would or would not occur. Organize the impact assessment by project phase, project component, and/or geographic area, as necessary.	5.16.4, Impact Analysis p. 5.16-4	
5.16.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.16.7.1, CPUC Recommended Environmental Measures p. 5.16-6	

5.17 Transportation

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.17.1 Environmental Setting		
5.17.1.1: Circulation System. Briefly describe the regional and local circulation system in the project area, including modes of transportation, types of roadways, and other facilities that contribute to the circulation system.	5.17.1.1, Circulation System 5.17-1	
5.17.1.2: Existing Roadways and Circulation a) Identify and describe existing roadways that may be used to access the project site and transport materials during construction or are otherwise adjacent to or crossed by linear project features. Provide the following information for each road: i. Name of the road ii. Jurisdiction or ownership (i.e., State, County, City, private, etc.) iii. Number of lanes in both directions of travel iv. Existing traffic volume (if publicly available data is unavailable or significantly outdated, then it may be necessary to collect existing traffic counts for road segments where large volumes of	5.17.1.2, Existing Roadways and Circulation p. 5.17-1	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
construction traffic would be routed or where lane or road closures would occur) v. Closest project feature name and distance b) Provide a supporting map (or maps) showing project features and the existing roadway network identifying each road described above. Provide associated GIS data. The GIS data should include all connected road segments within at least 5 miles of the project.		
5.17.1.3: Transit and Rail Services a) Identify and describe transit and rail service providers in the region. b) Identify any rail or transit lines within 1,000 feet of the project area. c) Identify specific transit stops, and stations within 0.5 mile of the project. Provide the frequency of transit service. d) Provide a supporting map (or maps) showing project features and transit and rail services within 0.5 mile of the project area. Provide associated GIS data.	5.17.1.3, Transit and Rail Services p. 5.17-2	
5.17.1.4: Bicycle Facilities a) Identify and describe any bicycle plans for the region. b) Identify specific bicycle facilities within 1,000 feet of the project area. c) Provide a supporting map (or maps) showing project features and bicycle facilities. Provide associated GIS data.	5.17.1.4, Bicycle Facilities p. 5.17-2	
5.17.1.5: Pedestrian Facilities a) Identify and describe important pedestrian facilities near the project area that contribute to the circulation system, such as important walkways. b) Identify specific pedestrian facilities that would be near the project, including on the road segments identified per 5.17.1.2. c) Provide a supporting map (or maps) showing project features and important pedestrian facilities. Provide associated GIS data.	5.17.1.5, Pedestrian Facilities p. 5.17-3	
5.17.1.6: Vehicle Miles Traveled (VMT). Provide the average VMT for the county(s) where the project is located.	5.17.1.6, Vehicle Miles Traveled p. 5.17-3	
5.17.2 Regulatory Setting		
5.17.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding transportation.	5.17.2, Regulatory Setting p. 5.17-3	
5.17.3 Impact Questions		
5.17.3.1: Impact Questions. All impact questions for this resource area in the current version of CEQA Guidelines, Appendix G. **5.17.3.2: Additional CEQA Impact Questions:** a) Would the project create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations? b) Would the project interfere with walking or bicycling accessibility? c) Would the project substantially delay public transit?	5.17.3, Impact Questions p. 5.17-6	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.17.4 Impact Analysis		
5.17.4.1: Impact Analysis. Provide an impact analysis for each significance criteria identified in Appendix G of the CEQA Guidelines for transportation and any additional impact questions listed above.[20]	5.17.4, Impact Analysis p. 5.17-7	
Include the following information in the impact analysis:		
5.17.4.2: Vehicle Miles Traveled (VMT) a) Identify whether the project is within 0.5 mile of a major transit stop or a high-quality transit corridor. b) Identify the number of vehicle daily trips that would be generated by the project during construction and operation by light duty (e.g., worker vehicles) and heavy-duty vehicles (e.g., trucks). Provide the frequency of trip generation during operation. c) Quantify VMT generation for both project construction and operation. d) Provide an excel file with the VMT assumptions and model calculations, including all formulas and values. e) Evaluate the project VMT relative to the average VMT for the area in which the project is located.	5.17.4, Impact Analysis p. 5.17-7	
5.17.4.3: Traffic Impact Analysis. Provide a traffic impact study. The traffic impact study should be prepared in accordance with guidance from the relevant local jurisdiction or Caltrans, where appropriate.	5.17.4, Impact Analysis p. 5.17-7	
5.17.4.4: Hazards. Identify any traffic hazards that could result from construction and operation of the project. Identify any lane closures and traffic management that would be required to construct the project.	5.17.4, Impact Analysis p. 5.17-7	
5.17.4.5: Accessibility. Identify any closures of bicycle lanes, pedestrian walkways, or transit stops during construction or operation of the project.	5.17.4, Impact Analysis p. 5.17-7	
5.17.4.6: Transit Delay. Identify any transit lines that could be delayed by construction and operation of the project. Provide the maximum extent of the delay in minutes and the duration of the delay.	5.17.4, Impact Analysis p. 5.17-7	
5.17.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.17.7.1, CPUC Recommended Environmental Measures p. 5.17-13	

[20] Discuss with CPUC during pre-filing whether a traffic study is needed.

5.18 Tribal Cultural Resources

This section will include, but is not limited to, the following:[21]	PEA Section and Page Number	Applicant Notes, Comments
5.18.1 Environmental Setting		
5.18.1.1: Outreach to Tribes. Provide a list of all tribes that are on the Native American Heritage Commission (NAHC) list of tribes that are affiliated with the project area. Provide a discussion of outreach to Native American tribes, including tribes notified, responses received from tribes, and information of potential tribal cultural resources provided by tribes. Any information of potential locations of tribal cultural resources should be submitted in an Appendix under clearly marked confidential cover. Provide copies of all correspondence with tribes in an Appendix.	5.18.1.1, Outreach to Tribes p. 5.18-1	
5.18.1.2: Tribal Cultural Resources. Describe tribal cultural resources (TCRs) that are within the project area. a) Summarize the results of attempts to identify possible TCRs using publicly available documentary resources. The identification of TCRs using documentary sources should include review of archaeological site records and should begin during the preparation of the records search report (see Attachment 3). During the inventory phase, a formal site record would be prepared for any resource identified unless tribes object. b) Summarize attempts to identify TCRs by speaking directly with tribal representatives.	5.18.1.2, Tribal Cultural Resources p. 5.18-3	
5.18.1.3: Ethnographic Study. The ethnographic study should document the history of Native American use of the area and oral history of the area.	5.18.1.3, Ethnographic Study p. 5.18-5	
5.18.2 Regulatory Setting		
5.18.2.1: Regulatory Setting. Identify any applicable federal, state or local laws or regulations for tribal cultural resources that apply to the project.	5.18.2, Regulatory Setting p. 5.18-7	
5.18.3 Impact Questions		
5.18.3.1: Impact Questions. The impact questions include all tribal cultural resources impact questions in the current version of CEQA Guidelines, Appendix G. **5.18.3.2:** Additional CEQA Impact Questions: None.	5.18.3, Impact Questions p. 5.18-8	
5.18.4 Impact Analysis		
5.18.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.18.4, Impact Analysis p. 5.18-9	

[21] For a description of historical resources and requirements for cultural resources that are not tribal cultural resources, refer to Section 5.5, Cultural Resources.

This section will include, but is not limited to, the following:[21]	PEA Section and Page Number	Applicant Notes, Comments
Include the following information in the impact analysis:		
5.18.4.2: Information Provided by Tribes. Include an analysis of any impacts that were identified by the tribes during the Applicant's outreach.	5.18.4, Impact Analysis p. 5.18-9	
5.18.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.18.7.1, CPUC Recommended Environmental Measures p. 5.18-9	

5.19 Utilities and Service Systems

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.19.1 Environmental Setting		
5.19.1.1: Utility Providers. Identify existing utility providers and the associated infrastructure that serves the project area.	5.19.1.1, Utility Providers p. 5.19-1	
5.19.1.2: Utility Lines. Describe existing utility infrastructure (e.g., water, gas, sewer, electrical, stormwater, telecommunications, etc.) that occurs in the project ROW. Provide GIS data and/or as-built engineering drawings to support the description of existing utilities and their locations.	5.19.1.2, Utility Lines p. 5.19-5	
5.19.1.3: Approved Utility Projects. Identify utility projects that have been approved for construction within the project ROW but that have not yet been constructed.[22]	5.19.1.3, Approved Utility Projects p. 5.19-5	
5.19.1.4: Water Supplies. Identify water suppliers and the water source (e.g., aqueduct, well, recycled water, etc.). For each potential water supplier, provide data on the existing water capacity, supply, and demand.	5.19.1.4, Water Supplies p. 5.19-5	
5.19.1.5: Landfills and Recycling. Identify local landfills that can accept construction waste and may service the project. Provide documentation of landfill capacity and estimated closure date. Identify any recycling centers in the area and opportunities for construction and demolition waste recycling.	5.19.1.5, Landfills and Recycling p. 5.19-7	
5.19.2 Regulatory Setting		
5.19.2.1: Regulatory Setting. Identify any applicable federal, state or local laws or regulations for utilities that apply to the project.	5.19.2, Regulatory Setting p. 5.19-8	

22 Note that this project information should be consistent with the cumulative project description included in Chapter 7.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.19.3 Impact Questions		
5.19.3.1: Impact Questions. All impact questions for this resource area in the current version of CEQA Guidelines, Appendix G. **5.19.3.2:** Additional CEQA Impact Question: Would the project increase the rate of corrosion of adjacent utility lines as a result of alternating current impacts?	5.19.3, Impact Questions p. 5.19-18	
5.19.4 Impact Analysis		
5.19.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.19.4, Impact Analysis p. 5.19-20	
Include the following information in the impact analysis:		
5.19.4.2: Utility Relocation. Identify any project conflicts with existing utility lines. If the project may require relocation of existing utilities, identify potential relocation areas and analyze the impacts of relocating the utilities. Provide a map showing the relocated utility lines and GIS data for all relocations.	5.19.4, Impact Analysis p. 5.19-20	
5.19.4.3: Waste a) Identify the waste generated by construction, operation, and demolition of the project. b) Describe how treated wood poles would be disposed of after removal, if applicable. c) Provide estimates for the total amount of waste materials to be generated by waste type and how much of it would be disposed of, reused, or recycled.	5.19.4, Impact Analysis p. 5.19-20	
5.19.4.4: Water Supply a) Estimate the amount of water required for project construction and operation. Provide the potential water supply source(s). b) Evaluate the ability of the water supplier to meet the project demand under a multiple dry year scenario. c) Provide a discussion as to whether the proposed project meets the criteria for consideration as a project subject to Water Supply Assessment Requirements under Water Code Section 10912. d) If determined to be necessary under Water Code Section 10912, submit a Water Supply Assessment to support conclusions that the proposed water source can meet the project's anticipated water demand, even in multiple dry year scenarios. Water Supply Assessments should be approved by the water supplier and consider normal, single-dry, and multiple-dry year conditions.	5.19.4, Impact Analysis p. 5.19-20	
5.19.4.5: Cathodic Protection. Analyze the potential for existing utilities to experience corrosion due to proximity to the proposed project. Identify cathodic protection measures that could be implemented to reduce corrosion issues and where the measures may be applied.	5.19.4, Impact Analysis p. 5.19-20	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.19.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.19.7.1, CPUC Recommended Environmental Measures p. 5.19-29	

5.20 Wildfire

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.20.1 Environmental Setting		
5.20.1.1: High Fire Risk Areas and State Responsibility Areas a) Identify areas of high fire risk or State Responsibility Areas (SRAs) within the project area. Provide GIS data for the Wildland Urban Interface (WUI) and Fire Hazard Severity Zones (FHSZ) mapping along the project alignment. Include areas mapped by CPUC as moderate and high fire threat districts as well as areas mapped by CalFire. b) Identify any areas the utility has independently identified as High FHSZ known to occur within the proposed project vicinity.	5.20.1.1, High Fire Risk Areas and State Responsibility Areas p. 5.20-1	
5.20.1.2: Fire Occurrence. Identify all recent (within the last 10 years) large fires that have occurred within the project vicinity. For each fire, identify the following: a) Name of the fire b) Location of fire c) Ignition source and location of ignition d) Amount of land burned e) Boundary of fire area in GIS	5.20.1.2, Fire Occurrence p. 5.20-4	
5.20.1.3: Fire Risk. Provide the following information for assessment of baseline fire risk in the area: a) Provide fuel modeling using Scott Burgan fuel models, or other model of similar quality. b) Provide values of wind direction and speed, relative humidity, and temperature for representative weather stations along the alignment for the previous 10 years, gathered hourly. c) Digital elevation models for the topography in the project region showing the relationship between terrain and wind patterns, as well as localized topography to show the effects of terrain on wind flow, and on a more local area to show effect of slope on fire spread. d) Describe vegetation fuels within the project vicinity and provide data in map format for the project vicinity. USDA Fire Effects Information System or similar data source should be consulted to determine high-risk vegetation types. Provide the mapped vegetation fuels data in GIS format.	5.20.1.3, Fire Risk p. 5.20-6	

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.20.1.4: Values at Risk. Identify values at risk along the proposed alignment. Values at risk may include: Structures, improvements, rare habitat, other values at risk, (including utility-owned infrastructure) within 1000 feet of the project. Provide some indication as to its vulnerability (wood structures vs. all steel features). Communities and/or populations near the project should be identified with their proximity to the project defined.	5.20.1.4, Values at Risk p. 5.20-9	
5.20.1.5: Evacuation Routes. Identify all evacuation routes that are adjacent to or within the project area. Identify any roads that lack a secondary point of access or exit (e.g., cul-de-sacs).	5.20.1.5, Evacuation Routes p. 5.20-9	
5.20.2 Regulatory Setting		
5.20.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for wildfire.	5.20.2, Regulatory Setting p. 5.20-11	
5.20.2.2: CPUC Standards. Identify any CPUC standards that apply to wildfire management of the new facilities.	5.20.2.5, CPUC Standards p. 5.20-18	
5.20.3 Impact Questions		
5.20.3.1: Impact Questions. All impact questions for this resource area in the current version of CEQA Guidelines, Appendix G. **5.20.3.2:** Additional CEQA Impact Questions: None.	5.20.3, Impact Questions p. 5.20-20	
5.20.4 Impact Analysis		
5.20.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.	5.20.4, Impact Analysis p. 5.20-21	
Include the following information in the impact analysis:		
5.20.4.2: Fire Behavior Modeling. For any new electrical lines, provide modeling to support the analysis of wildfire risk.	5.20.4, Impact Analysis p. 5.20-21	
5.20.4.3: Wildfire Management. Describe approaches that would be implemented during operation and maintenance to manage wildfire risk in the area. Provide a copy of any Wildfire Management Plan.	5.20.4, Impact Analysis p. 5.20-21	
5.20.5 CPUC Draft Environmental Measures		
Refer to the 2019 CPUC Guidelines, Attachment 4, CPUC Draft Environmental Measures.	5.20.7.1, CPUC Recommended Environmental Measures p. 5.20-28	

5.21 Mandatory Findings of Significance[23]

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.21.1: Impact Assessment for Mandatory Findings of Significance. Provide an impact analysis for each of the mandatory findings of significance provided in Appendix G of the CEQA Guidelines. The impact analysis can reference relevant information and conclusion from the biological resources, cultural resources, air quality, hazards, and cumulative sections of the PEA, where applicable.	5.21.2, Impact Analysis p. 5.21-2	

6 Comparison of Alternatives

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
6.1: Alternatives Comparison a) Compare the ability of each alternative described in Chapter 4, Description of Alternatives, against the proposed project in terms of its ability to avoid or reduce a potentially significant impact. The alternatives addressed in this section will each be: i. Potentially feasible ii. Meet the underlying purpose of the proposed project iii. Meet most of the basic project objectives, and iv. Avoid or reduce one or more potentially significant impacts. b) The relative effect of the various potentially significant impacts may be compared using the following or similar descriptors and an accompanying analysis: i. Short-term versus long-term impacts ii. Localized versus widespread impacts iii. Ability to fully mitigate impacts c) Impacts that the Applicant believes would be less than significant with mitigation may also be included in the analysis, but only if the steps listed above fail to distinguish among the remaining few alternatives.	6.2, Alternatives Comparison p. 6-6	
6.2: Alternatives Ranking. Provide a detailed table that summarizes the Applicant's comparison results and ranks the alternatives in order of environmental superiority.[24]	6.1, Alternatives Summary p. 6-2	

[23] PEAs need only include a Mandatory Findings of Significance section if CPUC CEQA Unit Staff determine that a Mitigated Negative Declaration may be the appropriate type of document to prepare for the project, as determined through pre-filing consultation. If no such determination has been made, then a Mandatory Findings of Significance section and the requirements below are not required.

[24] If the proposed project does not rank no. 1 on the list, the Applicant should provide the rationale for selecting the proposed project.

7 Cumulative and Other CEQA Considerations

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
7.1 Cumulative Impacts		
7.1.1: List of Cumulative Projects a) Provide a detailed table listing past, present, and reasonably foreseeable future projects within and surrounding the project area (approximately 2-mile buffer)[25]. The following information should be provided for each project in the table: i. Project name and type ii. Brief description of the project location(s) and associated actions iii. Distance to and name of the nearest project component iv. Project status and anticipated construction schedule v. Source of the project information and date last checked (for each individual project), including links to any public websites where the information was obtained so it can be reviewed and updated (the project information should be current when the PEA is filed) b) Provide a supporting map (or maps) showing project features and cumulative project locations and/or linear features. Provide associated GIS data.	7.1.1, List of Cumulative Projects p. 7-1	
7.1.2: Geographic Scope. Define the geographic scope of analysis for each resource topic. The geographic scope of analysis for each resource topic should consider the extent to which impacts can be cumulative. For example, the geographic scope for cumulative noise impacts would be more limited in scale than the geographic scope for biological resource impacts because noise attenuates rapidly with distance. Explain why the geographic scope is appropriate for each resource.	7.1.2, Geographic Scope p. 7-11	
7.1.3: Cumulative Impact Analysis. Provide an analysis of cumulative impacts for each resource topic included in Chapter 5, Environmental Analysis. Evaluate whether the proposed project impacts are cumulatively considerable[26] for any significant cumulative impacts.	7.1.3, Cumulative Impact Analysis p. 7-12	
7.2 Growth-Inducing Impacts		
7.2.1: Growth-Inducing Impacts. Provide an evaluation of the following potential growth-inducing impacts: a) Would the proposed project foster any economic or population growth, either directly or indirectly, in the surrounding environment?	7.2, Growth-Inducing Impacts p. 7-43	

[25] Information on cumulative projects may be obtained from federal, state, and local agencies with jurisdiction over planning, transportation, and/or resource management in the area. Other projects the Applicant is involved in or aware of in the area should be included.

[26] "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
b) Would the proposed project cause any increase in population that could further tax existing community service facilities (i.e., schools, hospitals, fire, police, etc.)? c) Would the proposed project remove any obstacles to population growth? d) Would the proposed project encourage and facilitate other activities that would cause population growth that could significantly affect the environment, either individually or cumulatively?		

8 List of Preparers

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
8.1: List of Preparers. Provide a list of persons, their organizations, and their qualifications for all authors and reviewers of each section of the PEA.	8, List of Preparers p. 8-1	

9 References

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
9.1: Reference List a) Organize all references cited in the PEA by section within a single chapter called "References." b) Within the References chapter, organize all of the Chapter 5 references under subheadings for each resource area section.	9, References p. 9-1	
9.2: Electronic References a) Provide complete electronic copies of all references cited in the PEA that cannot be readily obtained for free on the Internet. This includes any company-specific documentation (e.g., standards, policies, and other documents). b) If the reference can be obtained on the Internet, the Internet address will be provided.	9, References p. 9-1; Attachment 1, References Cited	

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1 Executive Summary

1.1 Project Summary

1.1.1 Introduction

This Proponent's Environmental Assessment (PEA) for the proposed Ventura Compressor Station Modernization Project (Project) has been prepared by Southern California Gas Company (SoCalGas) as required by the California Public Utilities Commission (CPUC).[1] On December 1, 2022, CPUC adopted General Order 177, Establishing Rules for Application, Notification, and Reporting Requirements for Gas Infrastructure Located in California, which was established to be responsive to the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.). The intent of the PEA is to provide information on the environmental impact of the Project in accordance with the provisions of the CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) (CPUC 2019). This PEA will be filed with SoCalGas's application for a Certificate of Public Convenience and Necessity.

As a gas utility regulated by the CPUC, SoCalGas has a statutory obligation to provide safe and reliable service to all gas customers in its service territory. SoCalGas owns and operates the Ventura Compressor Station, located on approximately 8.42 acres at 1555 North Olive Street in the City of Ventura, Assessor's Parcel Number 068-0-142-030. The Ventura Compressor Station operates to address two distinct yet interrelated purposes: to serve customer demand in the North Coastal System and to supply natural gas to the La Goleta Storage Field for injection and storage. Natural gas stored at the La Goleta Storage Field, in turn, supports future customer demand and reliability both in the North Coastal System and across the entirety of SoCalGas's system. A compressor station has been in use at this site since at least 1923, and the existing compression equipment was installed in the 1980s. SoCalGas developed plans to modernize the Ventura Compressor Station due to the limited functionality of the approximately 40-year-old infrastructure and to compensate for the significant decline in local producer supply.

1.1.2 Project Overview

SoCalGas owns and operates an integrated energy delivery system composed of pipelines, compressor stations, storage fields, and regulator stations designed to provide safe and reliable service to its customers. SoCalGas relies on this integrated system to deliver energy to residential, business, industrial, and agricultural customers throughout Central and Southern California. As the nation's largest natural gas distribution utility, SoCalGas serves over 21 million consumers through 5.9 million meters in more than 500 communities within its 24,000-square-mile service territory, including more than a quarter million people on the central coast of California. In order to maintain safe and reliable service, SoCalGas performs routine safety inspections, operational maintenance, and critical facility enhancements.

SoCalGas proposes to modernize an existing compressor station located on an approximately 8.4-acre property at 1555 North Olive Street in the City of Ventura, California (Assessor's Parcel Number [APN] 068-0-142-030) (Project Site). The site is designated by the Ventura City General Plan as "Industry" and is zoned by the Ventura City Municipal Code as "M-2 General Industrial." Industrial uses surround the site on the north, west, and south. E.P. Foster

[1] SoCalGas is a wholly owned subsidiary of Sempra Energy.

Elementary School is located across North Olive Street to the east of the Project Site. Primary site access is provided by North Olive Street and regional access by U.S. Route 101 and State Route 33.

The Project is a critical modernization to address changes to the operating environment of SoCalGas's integrated natural gas transmission system, the limited functionality of the approximately 40-year-old equipment, the ability to maintain system reliability, and the critical importance of maintaining adequate inventory in the La Goleta Storage Field.

SoCalGas's system capacity would not be expanded by execution of the Project. The amount of gas that can be transported through the North Coastal System pipelines would remain unchanged. The Project would not expand the capacity of the SoCalGas system to receive supplies from interstate pipelines, would not serve an expanded level of customer demand, and would not expand the injection capacity at the La Goleta Storage Field. The Project is designed to simply address a change in the operating environment. Historically, a significant amount of gas supply for the North Coastal System came from local production that was downstream of the Ventura Compressor Station; however, that production has since largely ceased. The Project is designed to offset that loss of local supply without modification of the pipeline system or alteration of its capacity.

1.1.3 Project Components

The Project consists of the following:

- Replacing three existing aging natural-gas-driven compressors (natural gas compressors) with two new natural gas and two electric-driven compressors (electric compressors)
- Erecting a new 10,458-square-foot compressor building
- Erecting a new 4,641-square-foot permanent office building
- Erecting a new 5,459-square-foot warehouse
- Constructing other ancillary site improvements, such as installation of auxiliary equipment, piping interconnection, and storage tanks
- Installing a new 8-foot-tall perimeter block wall to replace the existing west and south chain-link fence/ block wall

Activities would occur within the property boundary of the existing Ventura Compressor Station. The existing compressor plant would be decommissioned after approximately one year of the new compressor facility being fully operational, as further described in Chapter 3, Project Description. Following decommissioning, the plant would be dismantled and demolished (except for the existing concrete slab and foundations). The new compressor building would be constructed to house the new compressors. Auxiliary equipment would include gas scrubbers, a natural gas standby generator, power distribution center, etc. that would be installed to support the operation of the new compressors. A new office building for on-site employees as well as a warehouse would be constructed to support the operation of the facility. To secure the site, a perimeter block wall 8 feet in height would be constructed. Construction is anticipated to take approximately 25 months from mobilization to demobilization.[2]

[2] The analysis in this PEA assumes a construction start date of May 2029, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and greenhouse gas emissions, because equipment and vehicle emission factors for later years would be lower due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

To minimize potential operating emissions, under normal operations the compression equipment would operate such that the electric compressors would be the first on and the last off. The new gas compressors would meet the emission requirements of the Ventura County Air Pollution Control District and federal Environmental Protection Agency, including best available control technology, and the electric compressors would be non-emitting equipment and therefore would not be subject to the Ventura County Air Pollution Control District's requirements. By installing two natural gas and two electric compressors, the modernized compressor station would provide the reliability needed in the event of a loss of electric power to the station.

1.1.4 Purpose, Need, and Project Objectives

1.1.4.1 Project Purpose

The Ventura Compressor Station serves two essential functions: delivering natural gas to customers within and north of Ventura County and delivering natural gas to the La Goleta Storage Field for injection into the underground reservoir. The Project serves four purposes related to these functions:

- Improve reliability and increase resiliency of the Ventura Compressor Station infrastructure.
- Maintain and improve reliability of natural gas service in the North Coastal System for residential, business, industrial, electric generation, and agricultural customers by providing sufficient compression capability.
- Maintain and improve SoCalGas system-wide reliability and promote affordability by supporting adequate gas deliveries to the La Goleta Storage Field.
- Reduce emissions by modernizing the compressor station infrastructure.

Further discussion regarding the Project's purpose is included in Chapter 2, Introduction, of this PEA.

1.1.4.2 Project Need

The need for the Project is driven by the following:

- A changed operating environment caused by significant reductions in locally produced natural gas supplies, necessitating operating requirements that differ from those for which the existing equipment was designed. In other words, based on the significant reduction in availability of local supplies, there is a need for additional compression power.
- The inability of the existing aging infrastructure (installed approximately 40 years ago) to support reliability.
- The critical importance of maintaining adequate inventory at the La Goleta Storage Field, which impacts reliability in the North Coastal System as well as the reliability of SoCalGas's entire system.

The Project need is discussed in further detail in Chapter 2 of this PEA.

1.1.4.3 Project Objectives

The objectives of the Project are to:

- Meet system operational requirements by providing sufficient gas supply to the North Coastal System at adequate pressures year-round to reliably serve demand in the North Coastal System and inject into the La Goleta Storage Field.

- Promote system reliability and affordability by restoring the capability of replenishing the entire La Goleta Storage Field inventory during the summer operating season.
- Modernize the Ventura Compressor Station's aging infrastructure, which was designed and installed in the 1980s to meet operating requirements at that time, in support of year-round system reliability.
- Provide resiliency through diversifying energy supply and improving station reliability.
- Reduce permitted nitrogen oxides (NO_x) emissions at the facility by installing new compressors equipped with state-of-the art emissions control technology.
- Achieve Project functionality as soon as possible to support needed reliability.
- Maintain continuity of operations of the compressor station until the Project goes into service.
- Safeguard ratepayer funds by evaluating Project costs in a prudent manner and in accordance with CPUC direction.

The Project Objectives are discussed in further detail in Chapter 2 of this PEA.

1.2 Land Ownership, Rights-of-Way, and Easements

1.2.1 Land Ownership

The Project would occur on land owned in fee by SoCalGas.

1.2.2 Existing Rights-of-Way or Easements

The Project will be within the applicant's fee-owned property, APN 068-0-142-030, which is approximately 8.42 acres/366,775 square feet and zoned Industrial by the City of Ventura. The property has been used as a gas compressor station since at least 1923.

1.2.3 New or Modified Rights-of-Way or Easements

No new permanent rights-of-way or easements will be required for the Project.

1.2.4 Temporary Rights-of-Way or Easements

As part of the Project, one temporary access easement and one temporary construction easement would be secured by SoCalGas. These easements would be required for the access and use of a construction laydown yard (Staging Area) on industrial-zoned property located immediately west of the Project Site. The temporary access easement is approximately 16,733 square feet, and the temporary construction easement is approximately 3,600 square feet. The temporary easements are located on portions of APNs 068-0-142-020 and 068-0-142-045 in the County of Ventura and are owned by Offshore Crane & Service Co. (T&T Crane). No development restrictions or demolition/relocation would be required to accommodate the temporary construction easement. Upon completion of construction, the easements would be vacated and returned to the landowner and the approximately 2.53-acre Staging Area would be restored to preexisting conditions.

1.3 Areas of Controversy

SoCalGas has conducted extensive outreach to the local community and agencies over several years. Through these previous and ongoing outreach efforts, the known areas of controversy are summarized below:

- Requests for preparation of environmental documentation pursuant to CEQA for the Project, which would include a review of alternatives.
- Requests for the relocation of the compressor station to a different property.
- Concerns about whether the Project is required in the context of state and local efforts to increase the use of renewable energy sources and decrease the use of fossil fuel-based sources of energy.
- Concerns regarding the potential expansion in the operations at the compressor station in a manner that would allow for greater amount of natural gas to flow through the facility.
- Concerns about land use compatibility between the industrial operations at the compressor station and the adjacent land uses, including the school and nearby residences.
- Concerns about the safety and emissions of the facility.

1.4 Summary of Impacts

The Project, as proposed, would not have any potentially significant impacts. All resource areas were determined to have less-than-significant impacts or no impacts. However, where appropriate, as part of Project implementation, SoCalGas would implement Project best management practices (BMPs) as part of its compliance efforts with applicable rules and regulations. CPUC Recommended Environmental Measures were also incorporated into the Project as appropriate. Table 1-1 provides a summary of mitigation measures, CPUC Recommended Environmental Measures, and the Project BMPs that are applicable to each environmental resource area.

Table 1-1. Summary of Mitigation Measures, Recommended Environmental Measures, and Best Management Practices

Environmental Resource Area	Summary of Impacts and Mitigation Measures	CPUC Recommended Environmental Measures	Project Proponent's Best Management Practices
Aesthetics	Less than significant impact; no mitigation required	CPUC-AES-1	Not applicable
Agricultural and Forestry	No impact; no mitigation required	Not applicable	Not applicable
Air Quality	Less than significant impact; no mitigation required	CPUC-AIR-1	BMP-AIR-1
Biological	Less than significant impact; no mitigation required	Not applicable	BMP-BIO-1
Cultural	Less than significant impact; no mitigation required	CPUC-CUL-1	BMP-CUL-1

Table 1-1. Summary of Mitigation Measures, Recommended Environmental Measures, and Best Management Practices

Environmental Resource Area	Summary of Impacts and Mitigation Measures	CPUC Recommended Environmental Measures	Project Proponent's Best Management Practices
Energy	Less than significant impact; no mitigation required	Not applicable	Not applicable
Geology, Soils, and Paleontological	Less than significant impact; no mitigation required	Not applicable	BMP-WQ-1
Greenhouse Gas Emissions	Less than significant impact; no mitigation required	CPUC-GHG-1	Not applicable
Hazards, Hazardous Materials, and Public Safety	Less than significant impact; no mitigation required	Not applicable	BMP-HAZ-1, BMP-HAZ-2, and BMP-TRA-1
Hydrology and Water Quality	No impact; no mitigation required	Not applicable	BMP-WQ-1
Land Use and Planning	Less than significant impact; no mitigation required	Not applicable	Not applicable
Mineral Resources	No impact; no mitigation required	Not applicable	Not applicable
Noise	Less than significant impact; no mitigation required	Not applicable	BMP-NOI-1
Population and Housing	Less than significant impact; no mitigation required	Not applicable	Not applicable
Public Services	No impact; no mitigation required	Not applicable	Not applicable
Recreation	No impact; no mitigation required	Not applicable	Not applicable
Transportation	Less than significant impact; no mitigation required	Not applicable	BMP-TRA-1 and BMP-TRA-2
Tribal Cultural	Less than significant impact; no mitigation required	Not applicable	BMP-CUL-1
Utilities and Service Systems	Less than significant impact; no mitigation required	CPUC-USS-1	Not applicable
Wildfire	Less than significant impact; no mitigation required	CPUC-FIRE-1 and CPUC-FIRE-2	BMP-TRA-1

Note: CPUC = California Public Utilities Commission; BMP = Best Management Practice.

1.5 Summary of Alternatives

SoCalGas considered a reasonable range of pipeline and non-pipeline alternatives. Through extensive stakeholder engagement with the local community, including public meetings, community canvasing, stakeholder briefings, station tours for local officials, informational newsletters, social media posts, and dedicated project website updates, and consistent with General Order 177 requirements, SoCalGas identified five non-pipeline alternatives (NPAs) and seven pipeline alternatives, including the No Project Alternative, to be further evaluated.

The 12 identified alternatives were then evaluated on whether they met the Project Objectives, essential siting criteria, feasibility, and whether they would avoid or substantially reduce any significant environmental effects. Based on this evaluation, a total of seven alternatives were eliminated from further consideration and five alternatives, including the No Project Alternative, were considered further. A brief description of each alternative identified and whether it was considered further is provided in Table 1-2.

Table 1-2. Ventura Compressor Modernization Project Potential Alternatives

Alternative	Description	Considered Further
Non-Pipeline Alternatives		
Electrification	The Electrification Non-Pipeline Alternative (NPA) would reduce gas demand on the North Coastal System by 60 million cubic feet per day (MMcfd), requiring two mechanisms: (1) conversion of customers from gas to electric end uses and (2) installation of additional electric generation sources and infrastructure.	No
Energy Efficiency	The Energy Efficiency NPA would require (1) legislative changes to require energy efficiency beyond that already required by Title 20; (2) demand response, such as Flex Alerts; (3) retrofit or replacement of core customer natural gas appliances with more efficient options; and (4) energy-efficiency incentives for gas equipment.	No
Renewable Natural Gas Supply	The Renewable Natural Gas (RNG) Supply NPA would require procuring 60 MMcfd of RNG from sources within the North Coastal System to meet daily demand and offset the loss of local natural gas production and eliminate the need for the Project.	No
Market Mechanisms	Potential options of market mechanisms that could affect market conditions include Modification to Storage Inventory Allocation, Modification to Operational Flow Order (OFO) Structure, and Modification to the Curtailment Structure.	No
Liquefied Natural Gas Deliveries (Virtual Pipeline)	The Liquefied Natural Gas (LNG) Deliveries NPA would require procuring 60 MMcfd of LNG from existing sources and trucking from those locations to a SoCalGas receipt point in the North Coastal System.	No
Pipeline Alternatives		
Avocado Site	Approximately 15-acre agricultural site designated for open space uses and zoned for agriculture located approximately 3,000 feet west of the existing compressor station within the County of Ventura.	Yes
Devil's Canyon Road	Approximately 12.88-acre oil extraction site designated for open space uses and zoned for agriculture, located approximately 6,000 feet to the north of	Yes

Table 1-2. Ventura Compressor Modernization Project Potential Alternatives

Alternative	Description	Considered Further
	the existing compressor station on the west side of State Route 33 within the County of Ventura.	
Ventura Steel	Approximately 10-acre industrial site with oil extraction infrastructure designated and zoned for industrial uses located approximately 8,000 feet north of the existing compressor station within the County of Ventura.	Yes
Supplemental Electric-Driven Compression Only	Retain the three existing natural gas compressors and install new electric compressors at the site.	Yes
All Electric Compression	Install an all-electric equipment configuration consisting of four new electric compressors at the current site or other alternative sites.	No
3/1 Hybrid	Install a hybrid equipment configuration consisting of three electric compressors and one natural gas compressor at the current site or other alternative sites.	No
No Project	Current site – Maintain existing site configuration and operational profile.	Yes

The Project alternatives are discussed in further detail in Chapter 4, Description of Alternatives, and Chapter 6, Comparison of Alternatives, of this PEA.

1.6 Agency Coordination and Public Outreach Efforts

Chapter 2 of this PEA details agency coordination and public outreach efforts. Contact information, notification materials, meeting dates and materials, meeting notes, and records of communication organized by entity are provided in Appendix G, Agency Consultation and Public Outreach Report and Records of Correspondence, of this PEA.

1.7 PEA Checklist

In compliance with the CPUC Guidelines PEA Checklist Requirements, the full PEA Checklist is included in the front of this PEA after the Acronyms/Abbreviations and identifies the section of the PEA where each item in the PEA Checklist has been addressed.

2 Introduction

This Proponent's Environmental Assessment (PEA) for the proposed Ventura Compressor Modernization Project (Project) has been prepared by SoCalGas as required by the California Public Utilities Commission (CPUC).[1] On December 1, 2022, CPUC adopted General Order 177, Establishing Rules for Application, Notification, and Reporting Requirements for Gas Infrastructure Located in California, which was established, in part, to be responsive to the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.). The intent of this PEA is to provide an assessment of potential environmental impacts of the Project in accordance with the provisions of the CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines; CPUC 2019). This PEA will be filed with SoCalGas's application for a Certificate of Public Convenience and Necessity.

As a gas utility regulated by the CPUC, SoCalGas has a statutory obligation to provide safe and reliable service to all gas customers in its service territory. SoCalGas owns and operates the Ventura Compressor Station, located on approximately 8.42 acres at 1555 North Olive Street in the City of Ventura, Assessor's Parcel Number 068-0-142-030 (Project Site), shown on Figure 2-1, Regional Location and Local Vicinity. The Ventura Compressor Station operates to address two distinct yet interrelated purposes: to serve customer demand in the North Coastal System, and to supply natural gas to the La Goleta Storage Field for injection and storage. Natural gas stored at the La Goleta Storage Field, in turn, supports future customer demand and reliability both in the North Coastal System and across the entirety of SoCalGas's system. A compressor station has been in use at this site since at least 1923, and the existing compression equipment was installed in the 1980s. SoCalGas developed plans to modernize the Ventura Compressor Station due to the limited functionality of the approximately 40-year-old infrastructure and to compensate for the significant decline in local producer supply.

2.1 Project Background

2.1.1 Project Background

Gas System Overview

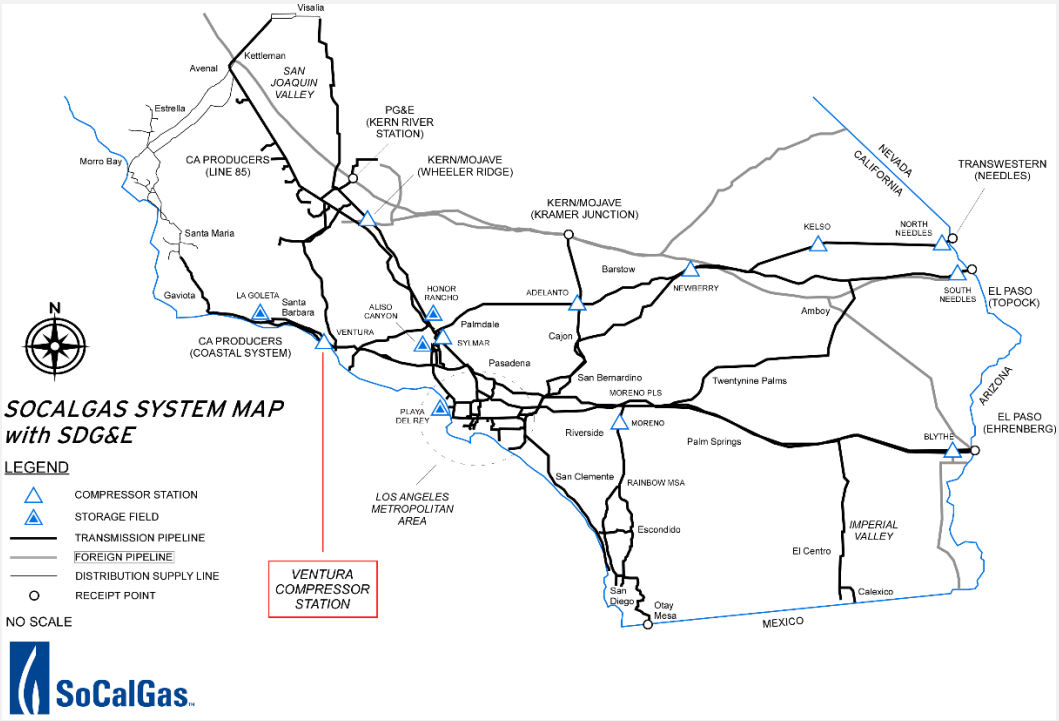
SoCalGas's service territory encompasses approximately 24,000 square miles throughout Central and Southern California, from Visalia to the U.S./Mexican border (refer to Exhibit 2-1 for an overview of the SoCalGas gas transmission system). SoCalGas operates an integrated gas transmission system composed of pipelines, storage fields, compressor stations, and regulator stations designed to provide safe and reliable service to over 21 million customers. SoCalGas's transmission system was designed to receive and deliver gas from the east to the load centers in the Los Angeles Basin, Imperial Valley, San Joaquin Valley, North Coastal System, and San Diego County. Over time, as SoCalGas sought to diversify sources of natural gas supply on behalf of its customers, SoCalGas built interconnections to concurrently accept natural gas deliveries from the north. These efforts led to a system that provides a high level of resiliency and reliability to Central and Southern California.

More than 90% of the natural gas used in California is produced out of state, including from basins in Texas and New Mexico. Transmission pipelines transport natural gas supplies primarily from the California/Arizona border and other receipt points in Central and Southern California to areas throughout SoCalGas's service territory. Nine

[1] SoCalGas is a wholly owned subsidiary of Sempra.

compressor stations located along the pipelines, including the Ventura Compressor Station, provide the pressurization needed to move the gas through the pipelines. Four underground storage fields store and supply natural gas to support reliability and affordability.[2]

Exhibit 2-1. SoCalGas gas transmission system.



SoCalGas's system is designed to use both interstate pipeline supplies and supplies from storage to meet customer demand; neither alone is sufficient to meet customer needs. Interstate pipeline supplies of natural gas, moreover, may not be available to meet customer needs at all times, particularly in the winter operating season when competition increases for limited gas supplies due to cold weather within and outside of California. Storage fields therefore play a critical role in providing gas supplies during colder months for heating; moreover, they are also critical throughout the year to support electricity generation.

As part of SoCalGas's integrated system, all four SoCalGas storage fields support customers throughout the entirety of SoCalGas's system. Storage fields are critical to support intraday changes in demand (i.e., changes within the operating day) by allowing for withdrawal of natural gas during times of high demand and by allowing storage (following injection) of excess supply when customer demand declines. This functionality is critical for allowing the flexible use of natural-gas-fueled electricity generators, which enables the integration of renewable generation into the electric grid.

[2] The four natural gas storage fields are Aliso Canyon (northern San Fernando Valley), Honor Rancho (Santa Clarita), La Goleta (Goleta), and Playa del Rey (western Los Angeles County).

Storage fields in the SoCalGas system are typically operated in accordance with one of two seasons: a summer operating season of 214 days from April through October, when natural gas supplies are generally less expensive and the storage fields are generally on injection (but sometimes on withdrawal, e.g., when needed to support electricity generation); and a winter operating season of 151 days from November through March, when natural gas supplies are generally more expensive and the storage fields are generally on withdrawal (but sometimes on injection, e.g., when weather is warmer than forecast and supplies were delivered to the gas system in anticipation of the cold weather, resulting in excess gas supplies that need to be routed elsewhere). Storage fields are crucial to supporting winter demand that exceeds interstate receipt capacity while also supporting affordability by storing gas purchased when it is cheaper for later use when gas prices are higher.

North Coastal System

The SoCalGas Coastal System covers a large area from western Los Angeles County to San Luis Obispo County. The North Coastal System begins at the Ventura Compressor Station, continues west to the La Goleta Storage Field, and ends in the communities served around San Luis Obispo and Paso Robles. The system is designed both to serve customer demand along the north coast and to facilitate injection and withdrawal from the La Goleta Storage Field to support future demand both locally and across the entirety of SoCalGas's system. The La Goleta Storage Field has a maximum inventory capacity of 21.5 billion cubic feet (Bcf), which is approximately 24% of the total SoCalGas storage inventory authorized by CPUC.

The Project is necessary both to directly serve customer demand in the North Coastal System and to support injection into the La Goleta Storage Field. When compressing gas through the Ventura Compressor Station, SoCalGas must first meet customer demand in the North Coastal System, and then any remaining gas (i.e., in excess of customer demand) can be injected into the La Goleta Storage Field. Due to the existing infrastructure at the Ventura Compressor Station and the current operating environment, daily injection capacity at the La Goleta Storage Field has reduced by 70 million cubic feet (MMcf). Upstream of the Ventura Compressor Station, gas pressure can vary seasonally, with summer operating pressure higher than winter operating pressure. The higher summer operating pressure supports the ability to meet customer demand and inject gas at the La Goleta Storage Field. The La Goleta Storage Field has the capability to directly supply electric generation in the North Coastal System and indirectly support electric generation in other areas of the SoCalGas system. Because the La Goleta Storage Field is able to serve customer demand in the North Coastal System, other supplies are then available to serve other uses, including electric generation, in other areas of SoCalGas's integrated system.

Supply and Demand in the North Coastal System

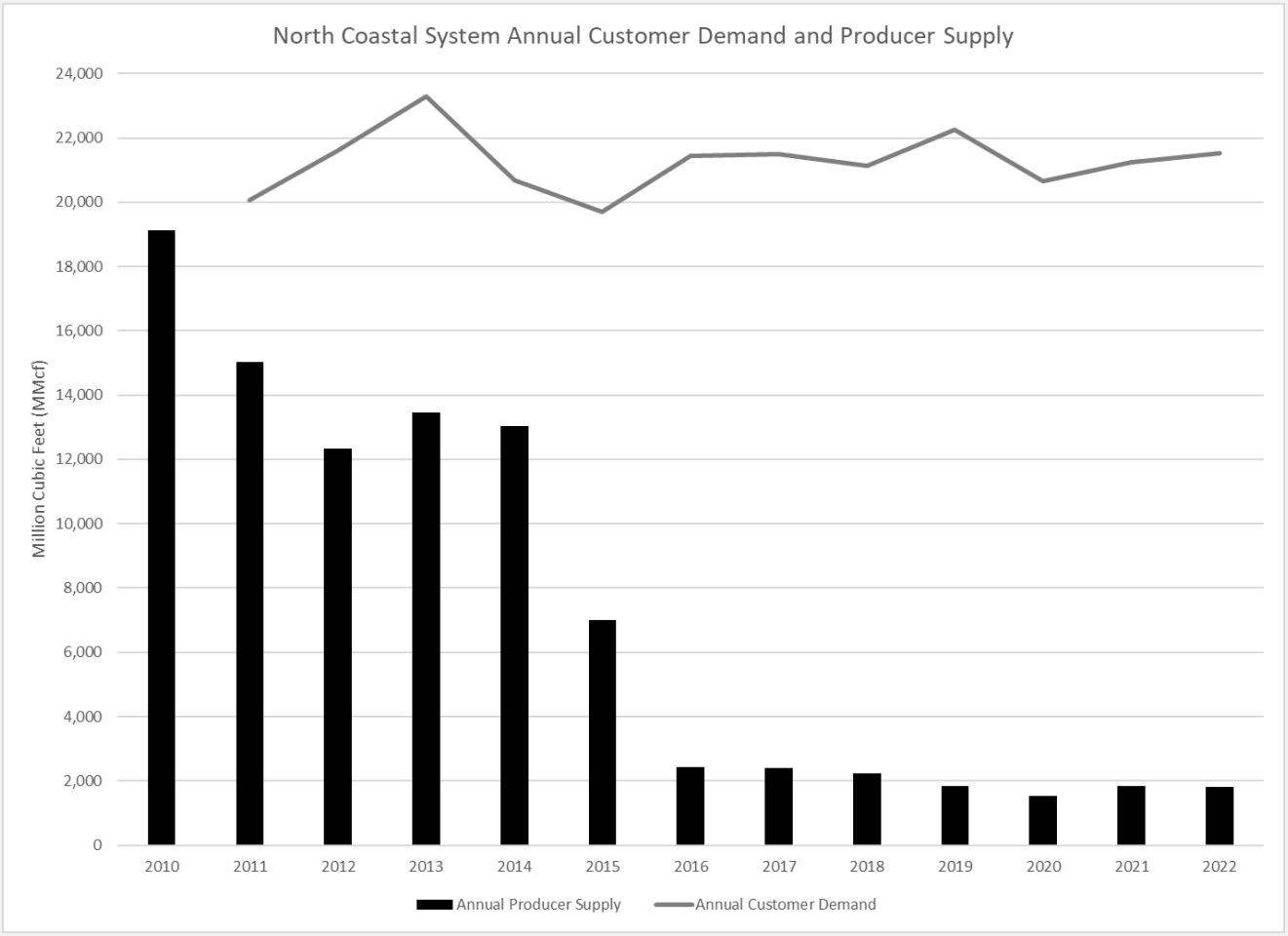
Gas Supply

The North Coastal System infrastructure traditionally received natural gas three different ways: (1) from local California gas producers; (2) gas compressed from the south through the Ventura Compressor Station; (3) and gas withdrawals from the La Goleta Storage Field. While SoCalGas does receive some gas supply from Line 306 that is supplied by the Pacific Gas and Electric Company (PG&E), it is not sufficient to serve the entire North Coastal System. Further, it is delivered into a low-pressure portion of the pipeline network and cannot support demand served on the high-pressure pipelines. The existing compression infrastructure at the Ventura Compressor Station was designed and constructed in the 1980s and was sized based on two factors: the injection requirements at the La Goleta Storage Field and the availability of California producer natural gas in excess of demand (approximately 50 to 90 MMscfd) located downstream of (i.e., north of) the Ventura Compressor Station. The compression equipment was designed to be capable of moving the necessary gas to meet customer demand and make up the

difference between the La Goleta injection requirements and the excess gas that was supplied by the California local producers. System conditions have changed since that time.

Over time, the California producer supply has significantly declined, and for the last several years has largely ceased (see Exhibit 2-2). As a result, the North Coastal System is now almost exclusively dependent on gas supplies from the south that travel through the Ventura Compressor Station and supplies from the La Goleta Storage Field.

Exhibit 2-2. North Coastal System annual supply and customer demand.



Gas Demand

While supply from local production has significantly decreased, gas demand on the North Coastal System has remained relatively constant over the past decade. Customers in this area are primarily core residential; however, the North Coastal System also includes businesses, industrial, electric generation, and agricultural customers. The

gas demand forecast for most of the North Coastal System is estimated to average 52, 48, and 45 MMcf per day (MMcfd) in 2025, 2030, and 2035 of daily demand, respectively.[3]

Moreover, it is critical to fill the La Goleta Storage Field to its full capacity to support reliability in the North Coastal System as well as the reliability of the entire SoCalGas system, as discussed further herein.

2.1.1.1 Need for the Project

The need for the Project is driven by the following:

- A changed operating environment caused by significant reductions in locally produced natural gas supplies, necessitating operating requirements that differ from those for which the existing equipment was designed; i.e., based on the significant reduction in availability of local supplies, there is a need for additional compression power
- The inability of the existing aging infrastructure (installed approximately 40 years ago) to support reliability
- The critical importance of maintaining adequate inventory at the La Goleta Storage Field, which impacts reliability in the North Coastal System as well as the reliability of SoCalGas's entire system

These topics are discussed in detail in the following subsections. Refer to the Ventura Compressor Project Certificate of Public Convenience and Necessity (CPCN) Application Section III.C.

Changed Operating Environment

Customer demand on the North Coastal System has been relatively stable over the last 10 years; however, locally produced gas supplies from California producers have decreased significantly over the same period (and local gas production is not anticipated to return), resulting in difficulty filling the La Goleta Storage Field with the existing infrastructure. The North Coastal System traditionally received much of its gas supply from local California producers downstream of (i.e., north of) the Ventura Compressor Station and was supplemented as needed with gas that was compressed through the Ventura Compressor Station, which occurred primarily during the summer operating season. When the existing compressors were configured in the 1980s, they were sized to account for California producers' daily supply of 50 to 90 MMcfd. Currently, California producers on the coast supply less than 10 MMcfd of natural gas. This decrease in local supplies has increased reliance on the Ventura Compressor Station to compress gas to serve customer demand and has correspondingly reduced SoCalGas's ability to inject gas into the La Goleta Storage Field. In response to this decline in local supplies, SoCalGas reduced the injection capacity of the La Goleta Storage Field by 50 MMcfd and posted this reduction to its electronic bulletin board, ENVOY©. This reduction in capacity took place in March 2013, and this limitation is still in effect.

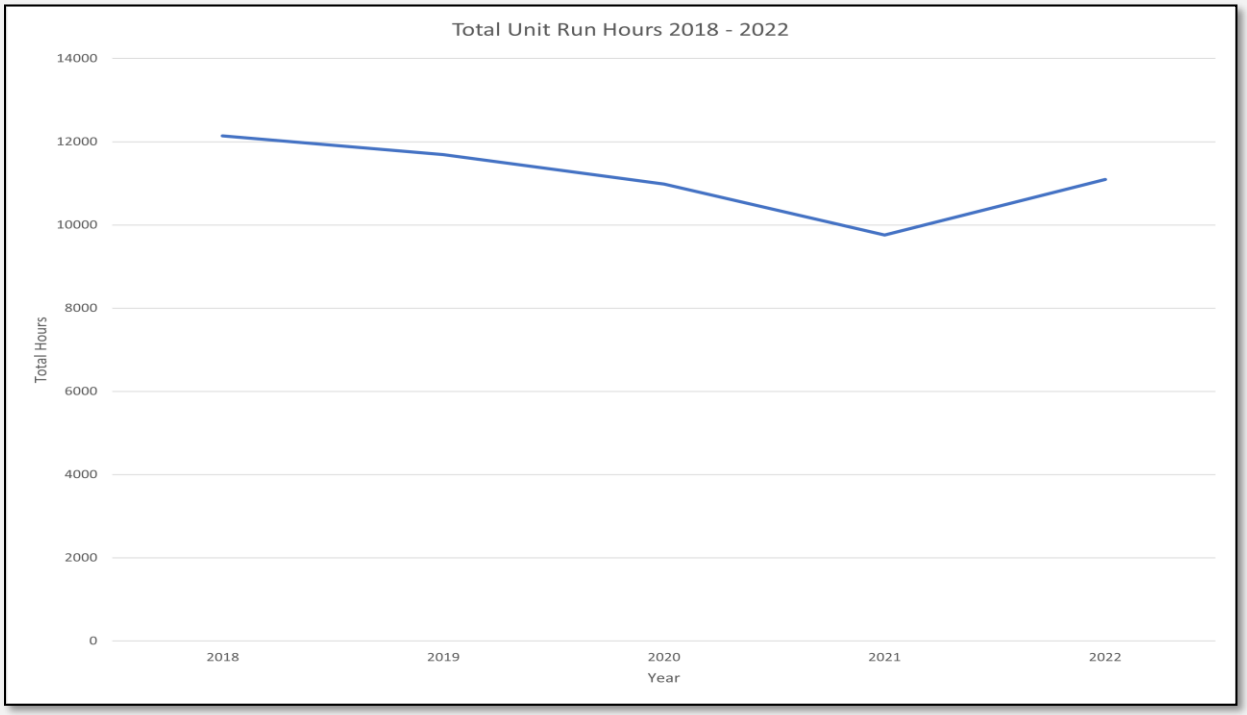
These supply and demand trends affect the operational hours of the compressor units at Ventura Compressor Station. The total area demand is composed of the North Coastal System customer demand and the requirement to fill the La Goleta Storage Field. In a warmer year, customer demand may be less, and less gas may need to be withdrawn from storage, reducing the requirement to compress at the Ventura Compressor Station and receive gas from PG&E on the coast. In a cold year, customer demand may be higher, and the amount of gas withdrawn from storage may be higher, increasing the requirement to compress at the Ventura Compressor Station. As shown in Exhibits 2-3 and 2-4, the inventory maintained at the La Goleta Storage Field in winters 2019–2020, 2020–2021, and 2021–2022 was about 14 Bcf or higher, which allows the required run hours at the compressor station to

[3] These estimates are based on information derived from systemwide forecasts in the 2016, 2018, 2020, and 2022 California Gas Reports (CGEU 2016, 2018, 2020, 2022); SoCalGas does not have area-specific forecasts.

decrease. For a period in 2022, supply from PG&E Line 306 was unavailable, which resulted in greater runtime at the compressor station. Winter 2022–2023 was cold, which required more gas to be withdrawn from La Goleta Storage Field, which will ultimately likely result in greater compressor runtime required in 2023.

As shown in Exhibits 2-3 and 2-4, supply/demand trends have resulted in a wide range of operating conditions and storage supply levels at the La Goleta Storage Field. Operational runtime of the compressors has trended downward from 2018 to 2021 but then ramped up again in 2022. This variability is driven by many factors outside SoCalGas's control, such as unseasonably warm summers or implementation of reach codes that affect demand. The operational variability places greater stress on the compressors because they may need to run outside their optimal range (see below for further discussion). Exhibit 2-4 highlights the difficulty of filling the La Goleta Storage Field with the limited throughput at the Ventura Compressor Station and support from PG&E Line 306. In the winter of 2018–2019, the La Goleta Storage Field was drawn down to about 8 Bcf and was filled to only about 18 Bcf over the summer. Fortunately, the following winter was warm, and less support was required from the La Goleta Storage Field. However, had it been a cold winter instead, such as this past winter (2022–2023), SoCalGas may have needed to withdraw the La Goleta Storage Field below 7.5 Bcf, and every subsequent cold winter would have a compounding effect.

Exhibit 2-3. Total unit run hours from 2018 through 2022.



Limited Performance of Existing Aging Infrastructure

The California energy landscape has changed in meaningful ways since the 1980s and today presents different pipeline flow requirements and reliability challenges than were present and considered in the basis of design for the existing Ventura Compressor Station infrastructure. The existing facility and horsepower provided was sufficient in the past, but today's conditions—given the steep decrease in local supplies north of the Ventura Compressor Station—necessitate flowing significantly more gas (about 70 MMcfd) through Ventura Compressor Station to support reliable natural gas service to customers in the North Coastal System, whose demand has remained relatively consistent.[4] Thus, the evolution of the pipeline flow conditions has simultaneously bolstered the criticality of the Ventura Compressor Station while increasing strain on the aging infrastructure.

The Project is in part driven by the need to maintain sufficient pressure in the pipelines that transport gas to customers north of the compressor station and to the La Goleta Storage Field for storage injection. Transmission pipeline systems operate between a maximum pressure limit and a minimum pressure limit. The maximum pressure limit is set to ensure the structural integrity of the pipeline, while the minimum pressure limit is set to maintain adequate service to customers or processes.

The design of a distribution system is based upon the minimum pressure that it expects to receive from the supplying transmission pipeline. This minimum pressure will set the capacity of the distribution system. If the transmission pipeline fails to provide that minimum pressure, parts of the distribution system could fall below the pressure needed to maintain continuous service to customers, resulting in customer outages. Because the majority of customers served from the distribution system are core customers (mostly residential and small business), customer outages could require significant time and resources to relight pilots and restore service.

Similarly, the design of a compressor station is based on a minimum suction pressure. This minimum suction pressure and the discharge pressure requirement, along with the throughput volume, will determine the horsepower compression requirement needed. If the suction pressure falls below the minimum suction pressure requirement, the discharge pressure requirement will not be met with the current Ventura Compressor Station horsepower, or the compressor may even fail to operate at all.

Maintaining pipeline pressures above the minimum pressure limit is just as critical as maintaining pipeline pressures below the maximum pressure limit. The pressure of the gas supply currently flowing in the pipelines into the Ventura Compressor Station is insufficient to maintain the minimum operating pressures needed on the SoCalGas Gas Transmission System north of Ventura, and compression is required in order to support both the distribution systems north of Ventura and injection at the La Goleta Storage Field (see below for further discussion).

Finally, the compressor station must be able to flow a minimum volume of natural gas, referred to as the throughput, to serve demand and meet other required operations such as storage injection. These three parameters—minimum suction pressure, maximum discharge pressure, and required throughput—are used to determine the required horsepower at a station. In the case of the existing Ventura Compressor Station, the horsepower already exists and cannot be changed, the suction pressure is already set to ensure service to distribution systems, and the discharge

[4] While the California Gas Report (CGEU 2022) does incorporate a general, systemwide decline in residential gas demand due to both energy efficiency and electrification, this demand decline is de minimis/immaterial relative to the decline in local gas supply, which the Project will support backfilling. Additionally, these systemwide demand declines are generalized forecasts that may differ from actuals, may not occur equally in all regions of the system, and may not reduce peak/design condition demand for natural gas to the same extent as they reduce overall demand. To the extent these declines are associated with gas end-use electrification, these activities may also increase gas demand for dispatchable electric generation (which will be supported by both the Project and the La Goleta Storage Field).

pressure is required to serve downstream customers and allow the compression equipment at Goleta to inject into storage. Because these three parameters are fixed, the throughput is limited to 90 MMcfd. When the Ventura Compressor Station was installed in the 1980s, this throughput was sufficient to meet customer and storage needs. Now, the Ventura Compressor Station needs to flow 160 MMcfd, which is 70 MMcfd more than the existing station can provide. Because the minimum suction pressure is fixed and the required discharge pressure is fixed, the only way to increase throughput is to install additional horsepower.

Refer to Appendix N for the station flow data from 2018 to 2022.

While supply from local production has significantly decreased, gas demand on the North Coastal System has remained relatively constant over the past decade. Customers in this area are primarily core residential. Moreover, it is also critical to fill the La Goleta Storage Field to its full capacity to support both reliability in the North Coastal System as well as the reliability of the entirety of SoCalGas's system, as discussed further herein. The average daily flow requirement to fill the La Goleta Storage Field from 0 to 21.5 Bcf in the 214-day summer season is another 100 MMcfd on top of the forecasted average daily demand.

The North Coastal System relies on gas flowing through the Ventura Compressor Station and filling the La Goleta Storage Field. If the La Goleta Storage Field inventory is drawn down to zero inventory during the winter operating season, the existing Ventura Compressor Station infrastructure cannot completely fill the storage field and meet local customer demand. Moreover, this loss of stored gas supply would impact the deliverability from the storage field during the subsequent winter season (i.e., less gas stored in the field results in a lower field pressure, which in turn results in a lower withdrawal rate) and may impact the ability to maintain sufficient gas supply to meet customer demand through the entire winter operating season.

The average daily summer demand used in the design of the Project is 60 MMcfd. Combined with the minimum 100 MMcfd requirement to fill the La Goleta Storage Field, the North Coastal System requires a supply of 160 MMcfd on average. The existing Ventura Compressor Station only has an average throughput capacity of 90 MMcfd, well short of the 160 MMcfd requirement. After meeting customer demand, only 30 MMcfd is left to inject at the La Goleta Storage Field, which equates to approximately 6.5 Bcf for the summer season. With the decline of local natural gas production, the only other possible supply in the North Coastal System is from PG&E Line 306, which can supply up to 30 MMcfd. However, this supply is not guaranteed. Assuming that the supply is both available and delivered, SoCalGas could fill another 6.5 Bcf at the La Goleta Storage Field, for a total of 13 Bcf, or 8.5 Bcf short of the maximum inventory. This means that if SoCalGas was required to withdraw more than 13 Bcf in the winter season, it would not be able to fill the La Goleta Storage Field in time for the following winter, even with supply from PG&E Line 306.

Operating the compressor units in an environment for which they were not designed (e.g., without sufficient local supply) requires them to be run outside of their optimal ranges, which can cause excessive wear and tear. Running the equipment outside of optimal ranges can also impact emissions. Thus, SoCalGas is additionally constrained in its operation of the existing infrastructure to operate within the compressor design limits and to remain in compliance with local emissions permitting requirements. These and other challenges to continued operation and reliability of the units has necessitated an additional 20 MMcfd reduction of the La Goleta Storage Field injection capacity. This was initiated in 2017 and is ongoing.

SoCalGas has performed complete overhauls of the compressors and increased preventive maintenance activities to attempt to improve reliability and extend the life of the assets at the Ventura Compressor Station. A complete compressor unit overhaul entails inspecting and replacing all worn components, including the engine top end,

crankshaft, and compressor end. Completion of these required activities results in one or more of the compressor units being offline from the Gas Control System and being rendered out of service. Table 2-1 summarizes the days out of service over the past 5 years.

Table 2-1. Number of Days Out of Service – 2018–2022

Year	One or More Units OOS due to Unit Repairs and Preventive Maintenance (No. Days)	One or More Units OOS due to Overhauls (No. Days)
2018	0	0
2019	81	19
2020	31	41
2021	49	0
2022	74	0

Note: OOS = out of service.

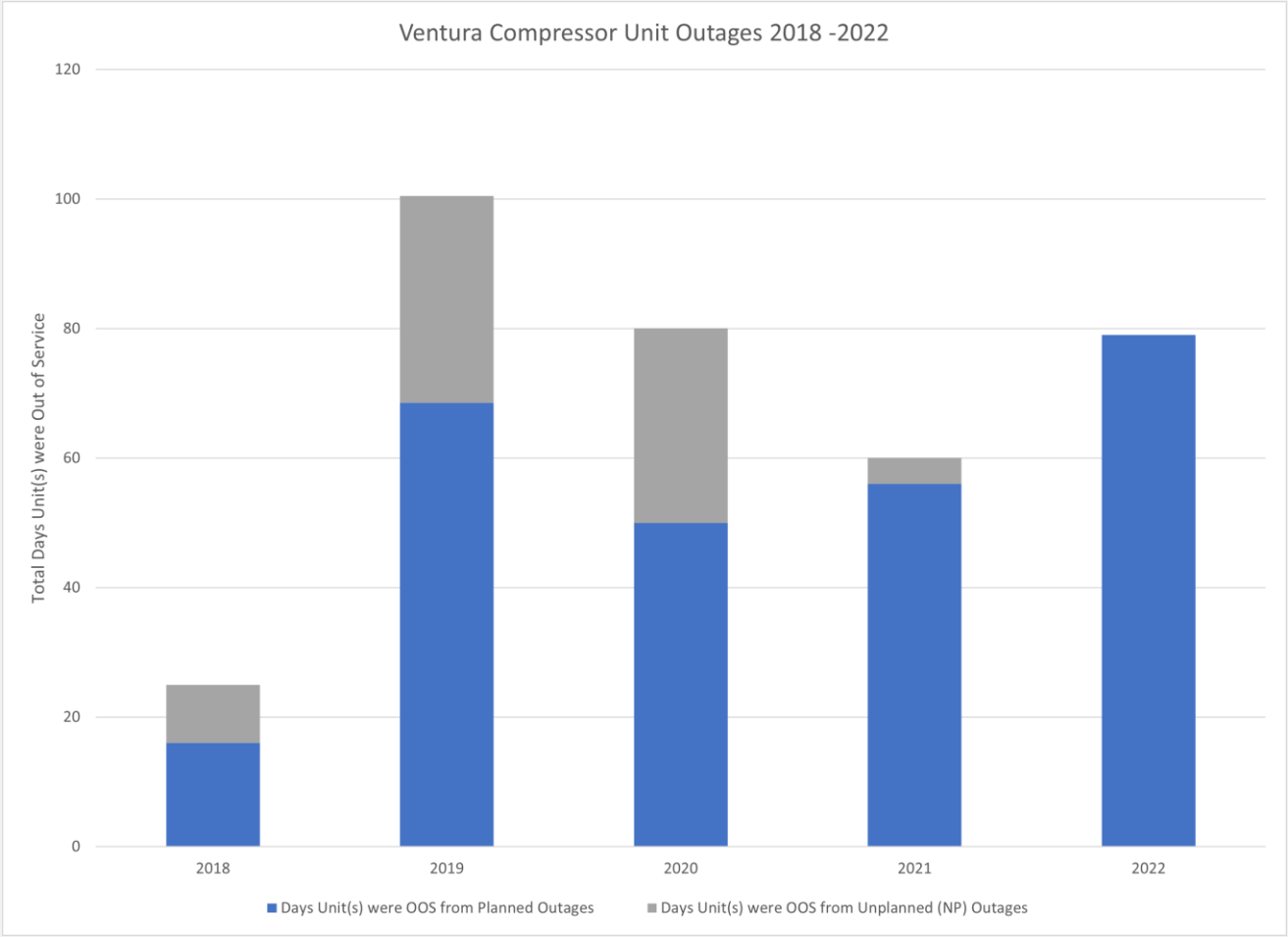
All maintenance activities are tracked within a data management system called Maximo. Some outages (e.g., emissions testing) will not result in a capacity reduction through the compressor station. Exhibit 2-4 illustrates the station outages, both planned and unplanned, at Ventura Compressor Station from 2018 to 2022. The total number of outages greatly increased from 2018 to 2019 due to necessary maintenance and overhauls of the compressor units. Operations has worked diligently over the past few years to ensure the maintenance is well planned out, as evidence shows: no unplanned outages took place in 2022.

The Project would replace the existing compressors with a more powerful hybrid configuration (two electric-driven compressors [electric compressors] and two natural gas compressors) and install new auxiliary equipment that, combined, would resolve the 70 MMcfd injection capacity reductions at the La Goleta Storage Field.

Moreover, facilities on the SoCalGas system experience planned (e.g., mandated integrity management work) and unplanned (e.g., 2018 Montecito mudslides) outages from time to time that increase reliance on the Ventura Compressor Station and its ability to replenish inventory at the La Goleta Storage Field. In addition, the La Goleta Storage Field is required to be shut in to undergo inventory verification twice each year. These shut-ins last approximately 7 days each. Thus, for 2 weeks each year, the North Coastal System is completely dependent on the Ventura Compressor Station. The modernized facility, with newer infrastructure and increased horsepower, would help support the North Coastal System demand when there are facility outages.

The design conditions of the Project would allow the modernized Ventura Compressor Station to compress and flow gas from other areas of the SoCalGas system into the North Coastal System to restore reliability both to this area and throughout the SoCalGas system resulting from the loss of locally produced gas supplies and operating constraints. The Project design conditions also compensate for the seasonal operating conditions where upstream pressure conditions can vary. The summer design condition facilitates meeting customer demand and the La Goleta Storage Field injection requirements where the winter design condition provides increased capabilities to meet customer demand in the event La Goleta Storage Field is unavailable or has limited withdrawal deliverability.

Exhibit 2-4. Out-of-service days (planned and unplanned), 2018–2022.



Maintaining Adequate Inventory in the La Goleta Storage Field

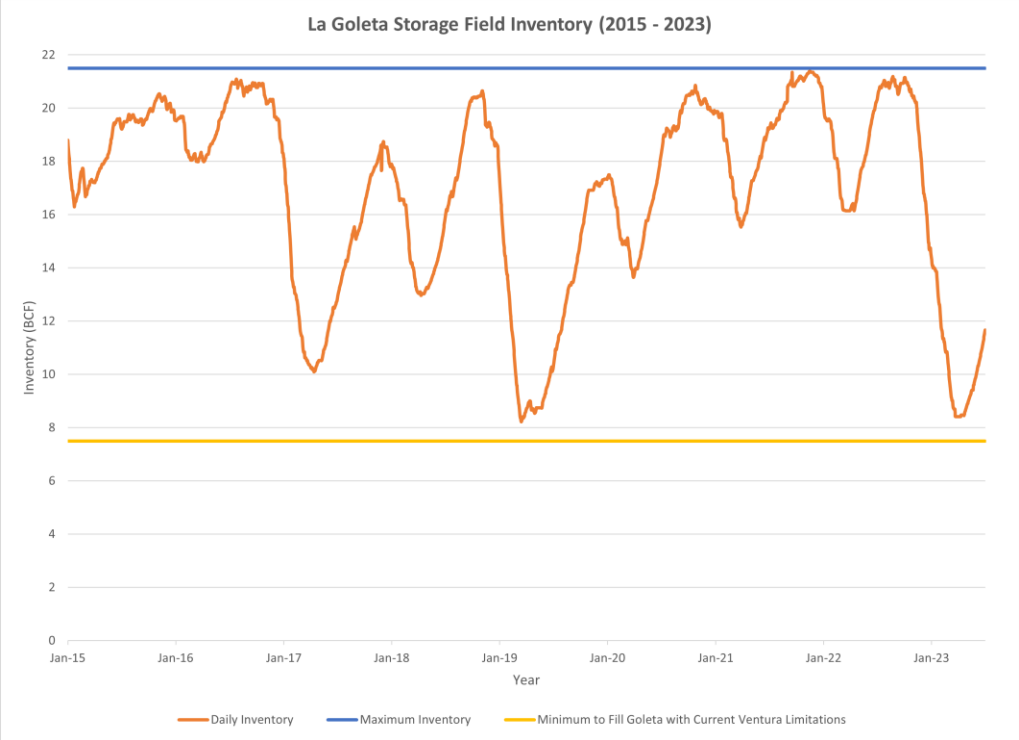
SoCalGas uses its underground storage fields, like the La Goleta Storage Field, to meet customer demand during both the summer and winter operating seasons. The ability to maintain adequate inventory at the La Goleta Storage Field is an operational requirement for the entire system. Compression at the Ventura Compressor Station directly impacts the ability to inject natural gas at the La Goleta Storage Field. The three 1100 HP Superior 8GTLB natural gas compressors installed in 1989 lack sufficient capacity and horsepower to fill the La Goleta Storage Field and meet North Coastal System demand during the following summer season. SoCalGas needs to have sufficient injection capacity to fill the La Goleta Storage Field during the 214-day summer operating season (April through October) to prepare for winter customer demand. On average, roughly 100 MMcfd needs to be injected into the La Goleta Storage Field if the field inventory is drawn down to zero. The current Ventura Compressor Station cannot provide the necessary gas flow to fill the storage field under this condition and serve summer customer demand on the North Coastal System.

If the La Goleta Storage Field inventory was drawn down to its minimum levels during the winter operating season, it is expected that the existing Ventura Compressor Station infrastructure would not allow the field to be refilled in the summer operating season to levels sufficient to support reliability the following winter operating season. Moreover, this loss of stored gas supply would impact the deliverability from the storage field during the subsequent winter season (i.e., less gas stored in the field results in a lower field pressure, which in turn results in a lower withdrawal rate) and may impact the ability to maintain sufficient gas supply to meet customer demand through the entire winter operating season. As a result, SoCalGas attempts to manage its system to maintain 7.5 Bcf at the La Goleta Storage Field through March each winter; however, conditions may not allow for that inventory management.

Summer operating season withdrawals are necessary to support electric generation demand—the primary driver of high gas demand in the summer operating season. Thus, the Ventura Compressor Station requires sufficient throughput to compensate for withdrawals in the summer operating season while still refilling the La Goleta Storage Field by the start of the winter operating season.

Exhibit 2-5 illustrates inventory levels at the La Goleta Storage Field.

Exhibit 2-5. La Goleta Storage Field inventory levels from 2015 to 2023.



2.1.1.2 Purpose of the Project

The Project would serve four purposes related to the core functions the Ventura Compressor Station provides:

- Improve reliability and increase resiliency of the Ventura Compressor Station infrastructure.
- Maintain and improve reliability of natural gas service in the North Coastal System for residential, business, industrial, electric generation, and agricultural customers by providing sufficient compression capability.
- Maintain and improve SoCalGas system-wide reliability and promote affordability by supporting adequate gas deliveries to the La Goleta Storage Field.
- Reduce emissions by modernizing the compressor station infrastructure.

Further details regarding the Project's purpose are provided below.

Maintain and Improve Reliability in the North Coastal System by Providing Sufficient Compression Capability

The Ventura Compressor Station is the only compressor station that directly supplies SoCalGas's North Coastal System. Approximately 238,000 customer meters are located north of the Ventura Compressor Station and are directly impacted by the operation of the existing station. The Project is necessary to replace aging infrastructure and increase pressure in the pipelines that serve customers in the North Coastal System to reliably meet their energy needs.

Maintain and Improve System Reliability and Affordability by Supporting Deliveries to La Goleta Storage Field

The Ventura Compressor Station increases pressure in the pipelines that run from Ventura to the La Goleta Storage Field. This pressure increase is necessary both to maintain the minimum pressures required to serve customer demand in the North Coastal System and for injection at the La Goleta Storage Field.

Generally, withdrawals of natural gas from storage fields occur during the winter operating season (when natural gas prices and system demand are typically higher) and injection of natural gas into storage occurs during the summer operating season (when natural gas prices and system demand are typically lower). Natural gas price spikes in areas with local storage can be mitigated in comparison to markets without local storage (SoCalGas and SDG&E 2023, p. 4). The Project would support maximum injection capacity at the La Goleta Storage Field, thereby improving system reliability and promoting affordability.

Improve Reliability, Increase Resiliency, and Reduce Emissions through Modernization

Modernization of the Ventura Compressor Station includes replacement of three aging natural gas compressors and auxiliary equipment that were installed in the 1980s with two new electric compressors and two natural gas compressors. SoCalGas proposes replacing the natural gas compressors with modern infrastructure that provides reduced emissions, increased efficiency, and improved reliability.

SoCalGas's system capacity would not be expanded by execution of the Project. The amount of gas that can be transported through the North Coastal System pipelines would remain unchanged. The Project would not expand the capacity of the SoCalGas system to receive supplies from interstate pipelines, would not serve an expanded level of customer demand, and would not expand the injection capacity at the La Goleta Storage Field. The Project

is designed to simply address a change in the operating environment. Historically, a significant amount of gas supply for the North Coastal System came from local production that was downstream of the Ventura Compressor Station; however, that production has since largely ceased. The Project is designed to offset that loss of local supply without modification of the pipeline system or alteration of its capacity.

Reduce Emissions by Modernizing the Compressor Station Infrastructure

The Project would reduce permitted nitrogen oxides (NO_x) emissions by about 75% below the permitted potential NO_x emissions of the current facility, which would have a direct air quality benefit to the local community. Additionally, to further enhance these air quality benefits, as noted in the Chapter 3, Project Description, SoCalGas intends to prioritize the operation of the electric compressors on a first-on and last-off basis unless these units are not available for operation when needed for safe system reliability operations. SoCalGas anticipates that operating the compressor station in this manner would result in actual operating NO_x emissions being well below the annual permitted limits.

2.1.2 Project Objectives

The objectives of the Project are to:

- Meet system operational requirements by providing sufficient gas supply to the North Coastal System at adequate pressures year-round to reliably serve demand in the North Coastal System and inject into the La Goleta Storage Field.
- Promote system reliability and affordability by restoring the capability of replenishing the entire La Goleta Storage Field inventory during the summer operating season.
- Modernize the Ventura Compressor Station's aging infrastructure, which was designed and installed in the 1980s to meet operating requirements at that time, in support of year-round system reliability.
- Provide resiliency through diversifying energy supply and improving station reliability.
- Reduce permitted NO_x emissions at the facility by installing new compressors equipped with state-of-the art emissions control technology.
- Achieve Project functionality as soon as possible to support needed reliability.
- Maintain continuity of operations of the compressor station until the Project goes into service.
- Safeguard ratepayer funds by evaluating Project costs in a prudent manner and in accordance with CPUC direction.

The Project would meet all the stated objectives.

2.1.3 Project Applicant

SoCalGas is the Project applicant and operates an integrated energy delivery system composed of pipelines, compressor stations, storage fields, and regulator stations that is designed to provide safe and reliable service to its customers. As the nation's largest natural gas distribution utility, SoCalGas relies on this network to deliver energy to residential, business, industrial, and agricultural customers throughout Central and Southern California.

2.2 Pre-Filing Consultation and Public Outreach

2.2.1 Description of Pre-Filing Consultation and Public Outreach

This section describes all pre-filing consultation and public outreach that has occurred as part of the Project.

CPUC Pre-Filing Consultation

SoCalGas attended a virtual Pre-Filing Consultation meeting with CPUC on February 23, 2023. Topics discussed during the meeting included an overview of the gas transmission system; the importance of the compressor station and the safety features; details on the background, purpose, and need for the Project; Project alternatives; and next steps.

Native American Heritage Commission and Tribal Outreach

As part of the process of identifying cultural and tribal cultural resources within or near the Project Site, South Environmental contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File on January 27, 2023. NAHC emailed a response on February 17, 2023, that indicated that the Sacred Lands File search was completed with negative results. Because the Sacred Lands File search does not include an exhaustive list of Native American cultural resources, NAHC suggested contacting Native American individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the Project Site. NAHC also provided contact information for 11 individuals and/or tribal organizations with whom to consult. On March 6, 2023, SoCalGas sent via email and certified mail informational outreach letters to all these contacts.

Public Outreach

Public outreach and communications are critical elements of SoCalGas's planning process. As detailed in Appendix G, Agency Consultation and Public Outreach Report and Records of Correspondence, since February 2019, SoCalGas has met with several regulatory agencies and members of the public in the early planning stages of the Project to solicit input on Project design and potential resource and land use issues in the vicinity of the Project Site. A Community Outreach Plan dated September 15, 2021, was submitted to CPUC on September 16, 2021. The Community Outreach Plan outlined the actions SoCalGas undertook to solicit community feedback and how the feedback would be used as part of the feasibility analysis of potential alternatives. Numerous Community Town Hall sessions were held and certain key themes were discussed, including general compressor station questions as well as questions regarding site safety, general environmental and soil remediation, community outreach, the Project, a feasibility study, and site locations.

SoCalGas prepared a feasibility study in March 2022 that analyzed potential Project alternatives to determine if they met the purpose and need of the Project and most of the Project Objectives; determined if they met essential site criteria; assessed operational and environmental criteria; and finally, assessed cost and schedule. Prior to the release of the feasibility study, a Public Forum Outreach Plan was submitted to CPUC for review. Multiple public forums were held in March and April 2022 to discuss the feasibility study. A supplement to the feasibility study was prepared to address input received from the County of Ventura and was posted to the Project website in September 2022. SoCalGas hosted a Ventura Compressor Station site tour in August 2022 with several elected representatives from the Ventura area, City of Ventura staff, and CPUC representatives, including the General Rate Case Assigned Commissioner. One compressor at the Ventura Compressor Station was operating at the time of the tour.

SoCalGas held three community open house meetings in March 2023 to provide information and updates on the Project to the public and interested parties. Two in-person meetings were held on March 9, 2023, and March 11, 2023, and a virtual meeting was held on March 9, 2023.

2.2.2 Records of Consultation and Public Outreach

Contact information, notification materials, meeting dates and materials, meeting notes, and records of communication organized by entity are provided in Appendix G of this PEA.

2.3 Environmental Review Process

The environmental review process will be initiated upon SoCalGas's submittal of this PEA as an attachment to the CPCN Application. The comprehensive process, including CEQA environmental review, is anticipated to take 18 months or more from complete submittal of the CPCN Application to decision-maker action.

2.3.1 CEQA Review and Permitting

CPUC is the appropriate lead agency for the Project. General Order 177 states that "no gas utility as defined in Public Utilities Code Section 891, now subject, or which hereafter may become subject, to the jurisdiction of this California Public Utilities Commission, shall begin construction in this state of any new plant, or modification, alteration, or addition to an existing plant, or facilities, without first complying with the provisions of this General Order."

Other permits and approvals are anticipated for the Project and are provided below.

Discretionary Approvals (Subject to CEQA Review and Approval)

State

- Certificate of Public Convenience and Necessity

Ministerial Approvals

Regional

- Ventura County Air Pollution Control District Authority to Construct (ATC)/Permit to Operate (PTO).

Local (City of Ventura)

- Grading Permit
- Demolition Permit for existing chain-link fence/block wall
- Building and Safety Permits for:
  - Office building (includes mechanical, electrical, plumbing)
  - Warehouse building (includes mechanical, electrical, plumbing)
  - Compressor building (includes mechanical, electrical, plumbing)
- Occupancy Permit for Office Building

Other Approvals

State

- State Water Resources Control Board (SWRCB), Construction General Permit 2009-0009-DWQ (as amended). Requires preparing a Stormwater Pollution Prevention Plan (SWPPP) and filing a Notice of Intent (NOI) through the Stormwater Multiple Application and Report Tracking System (SMARTS) for disturbance over an acre.
- SWRCB Statewide General Order for Discharges from Natural Gas Utility Construction, Operations and Maintenance Activities (Order WQ 2017-0029-DWQ) (Water Discharge Permit). SoCalGas already has obtained this permit for post hydrostatic test water and groundwater discharge that would address water discharges for the Project.

2.3.2 NEPA Review

The Project does not require environmental review pursuant to the National Environmental Policy Act (NEPA) because there is no federal action.

2.3.3 Pre-Filing CEQA and NEPA Coordination

Environmental review pursuant to NEPA is not required. A description of pre-filing coordination with CEQA and NEPA review agencies is not applicable.

2.4 Document Organization

2.4.1 PEA Organization

The PEA for the Project is organized as follows:

- **Chapter 1: Executive Summary.** This chapter provides a summary of the Project, including its underlying purpose and basic objectives, the existing and proposed land ownership and rights-of-way, areas of controversy, impacts and alternatives, pre-filing consultation and public outreach efforts, major PEA conclusions, and remaining issues to be resolved.
- **Chapter 2: Introduction.** This chapter provides a discussion of the Project background, describes the pre-filing consultation and public outreach that occurred, summarizes the anticipated environmental review process and schedule, and summarizes the contents of the PEA.
- **Chapter 3: Project Description.** This chapter provides a detailed description of the Project for the environmental impact analysis. A Project overview, the existing and proposed system, Project components, easement requirements, construction, and operation and maintenance are described for the new compressor building and installation of two new electric compressors and two new natural gas compressors. Decommissioning activities are also described. The Project description includes the Project-specific best management practices (BMPs) SoCalGas would implement to minimize environmental impacts.
- **Chapter 4: Description of Alternatives.** This chapter identifies alternatives to the Project in accordance with CEQA Guidelines Section 15126.6, including a thorough description of the No Project Alternative and all alternatives considered and rejected by SoCalGas.

- **Chapter 5: Environmental Analysis.** This chapter includes a description of the environmental setting, regulatory setting, and impact analysis for each environmental factor (resource area). The resource areas addressed in Sections 5.1 through 5.21 include all resource areas identified in the most recently adopted version of the CEQA Guidelines Appendix G checklist and all additional relevant resource areas and impact questions that are defined in the CPUC Guidelines PEA checklist. Each section addresses the information requested by the CEQA Guidelines PEA checklist and contains an individualized checklist to summarize the level of impact (i.e., No Impact, Less-Than-Significant Impact, Less-Than-Significant Impact with Mitigation Incorporated, and Potentially Significant Impact) to each resource area, according to CEQA and other applicable significance criteria. Each section also includes the relevant CPUC Recommended Environmental Measures and Project-specific BMPs SoCalGas would implement to minimize environmental impacts from the Project. The following resource areas are included in Chapter 5:
  - Section 5.1: Aesthetics
  - Section 5.2: Agriculture and Forestry Resources
  - Section 5.3: Air Quality
  - Section 5.4: Biological Resources
  - Section 5.5: Cultural Resources
  - Section 5.6: Energy
  - Section 5.7: Geology, Soils, and Paleontological Resources
  - Section 5.8: Greenhouse Gas Emissions
  - Section 5.9: Hazards, Hazardous Materials, and Public Safety
  - Section 5.10: Hydrology and Water Quality
  - Section 5.11: Land Use and Planning
  - Section 5.12: Mineral Resources
  - Section 5.13: Noise
  - Section 5.14: Population and Housing
  - Section 5.15: Public Services
  - Section 5.16: Recreation
  - Section 5.17: Transportation
  - Section 5.18: Tribal Cultural Resources
  - Section 5.19: Utilities and Service Systems
  - Section 5.20: Wildfire
  - Section 5.21: Mandatory Findings of Significance
- **Chapter 6: Comparison of Alternatives.** This chapter compares each alternative described in Chapter 4 against the Project in terms of its ability to avoid or reduce a potentially significant impact. This chapter also includes a detailed table that summarizes the comparison results and ranks the alternatives in order of environmental superiority.
- **Chapter 7: Cumulative and Other CEQA Considerations.** This chapter provides an analysis of cumulative impacts for each resource area included in Chapter 5, including a list of cumulative projects and the geographic scope of cumulative analysis for each resource area. This chapter also includes an evaluation of potential growth-inducing impacts.

- **Chapter 8: List of Preparers.** This chapter provides a list of persons, their organizations, and their qualifications for all authors and reviewers of each section of the PEA.
- **Chapter 9: References.** This chapter lists all references cited in this PEA organized under subheadings for each chapter and resource area section.

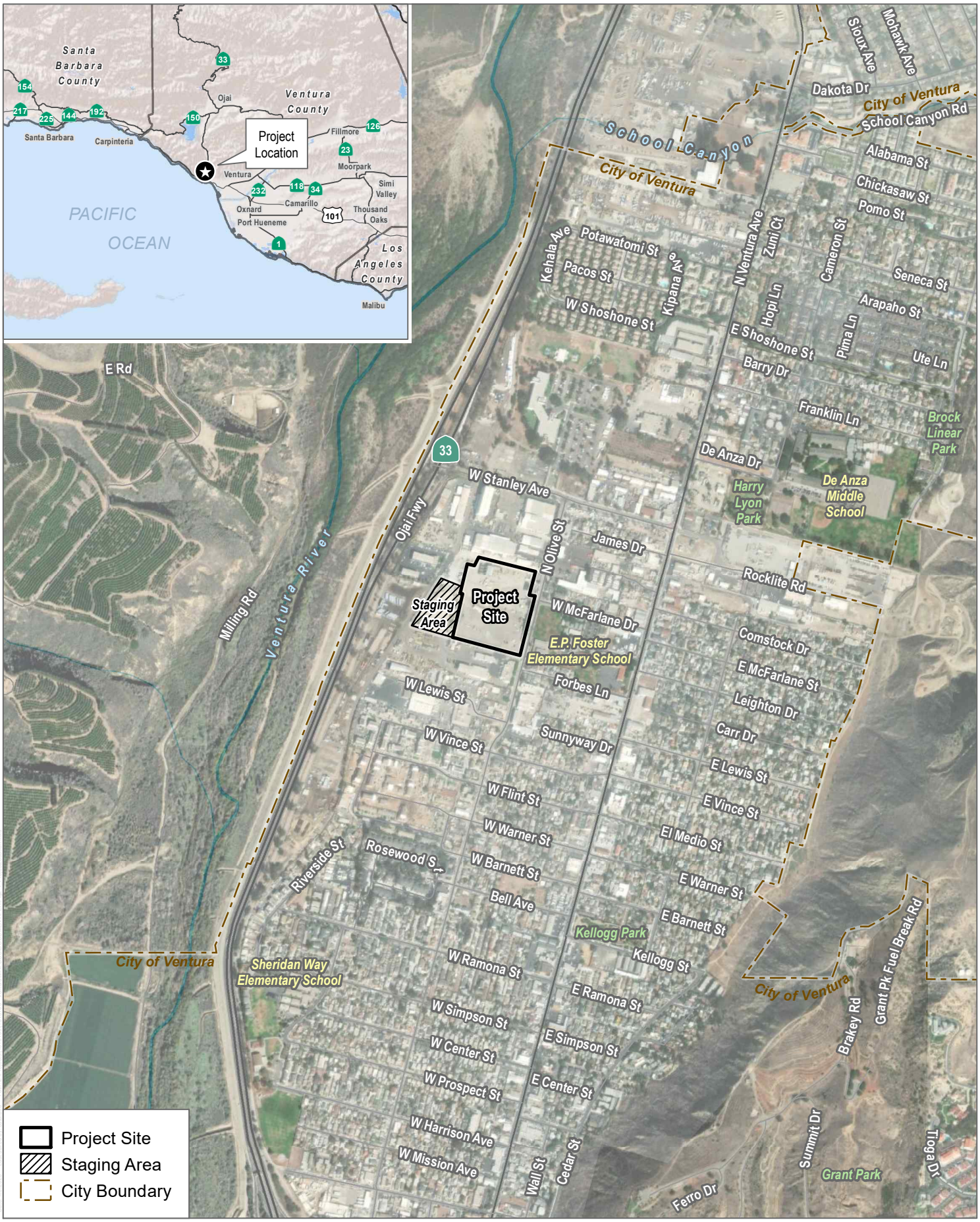
Appendices included with this PEA are as follows[5]:

- Appendix A: Detailed Maps and Design Drawings
- Appendix B: Air Quality and Greenhouse Gas Emissions Technical Report
- Appendix C: Biological Resources Assessment
- Appendix D: Cultural Resources Inventory Report
- Appendix E: Tribal Consultation Report
- Appendix F: Phase I Environmental Site Assessment
- Appendix G: Agency Consultation and Public Outreach Report and Records of Correspondence
- Appendix H: Preliminary Construction Fire Prevention Plan
- Appendix I: Report of Geotechnical Investigation
- Appendix J: Paleontological Resources Inventory Report
- Appendix K: Hazardous Materials Business Plan/Integrated Storm Water and Oil Spill Prevention, Control, and Countermeasure Plan
- Appendix L: Hydrology Drainage Study
- Appendix M: Noise Modeling Data
- Appendix N: Flow Data (Confidential)
- Appendix O: Health and Safety Plan
- Appendix P: Technical Design Standards and Codes
- Appendix Q: Pipeline Repair/Replacement and Inspection

2.4.2 CPUC Guidelines PEA Checklist

In compliance with the CPUC Guidelines PEA Checklist Requirements, the full PEA Checklist is included in the front of this PEA after the Acronyms/Abbreviations. The PEA Checklist identifies the section of the PEA where each item in the PEA Checklist has been addressed.

[5] Confidential appendices will be submitted separately to CPUC staff.



SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 500 1,000 Feet

FIGURE 2-1

Regional Location and Local Vicinity

Ventura Compressor Station Modernization Project

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3 Project Description

This chapter provides a description of the proposed Ventura Compressor Modernization Project (Project).

3.1 Project Overview

SoCalGas owns and operates the Ventura Compressor Station, located at 1555 North Olive Street in the City of Ventura (City), Assessor's Parcel Number (APN) 068-0-142-030 (Project Site). The compressor station operates to meet local demand within the North Coastal System, as well as to supply the La Goleta Storage Field. The existing compression equipment was installed in the 1980s, and a compressor station has been in use at the Project Site since at least 1923. The compressors increase pressure in adjacent pipelines to move gas north through the pipeline system. The Project is necessary to continue to provide system reliability and integrity by modernizing the existing equipment in order to maintain adequate inventory in the La Goleta Storage Field.

As described in more detail in Section 3.2.2, the Project consists of (1) replacing three existing 1,100 horsepower (HP) natural-gas-driven compressors (natural gas compressors) with two new 1,900 HP natural gas compressors, equipped with state-of-the art emission control technology which meet Best Available Control Technology (BACT) standards, and two new 2,500 nominal HP (estimated horsepower), electric-motor-driven compressors (electric compressors),[1] with zero nitrogen oxide (NO_x) emissions, resulting in a "hybrid" compressor station; (2) erecting a new 10,458-square-foot compressor building; (3) erecting a new 4,641-square-foot permanent office building; (4) erecting a new 5,459-square-foot warehouse; (5) installing a new 8-foot-tall perimeter block wall to replace the existing west and south chain-link fence/block wall; and (6) implementing other ancillary site improvements, such as piping interconnection and storage tanks. The existing compressor equipment and temporary office facilities would be decommissioned approximately 1 year after the new facility has become fully operational.

Construction is anticipated to take approximately 30 months and employ approximately 130 construction workers at peak. Construction access to the Project Site would be provided by a temporary easement through the adjacent western property that extends to Stanley Avenue. No road improvements, pipeline extensions, or other permanent off-site infrastructure would be necessary to construct the Project.

There are currently three employees supporting the operation and maintenance of the current facility. SoCalGas is in the process of seeking approval from the California Public Utilities Commission (CPUC) for one additional position and the analysis assumes the position is approved. Operation and maintenance of the new facility would require four employees to be on site during normal business hours. The compressor station would continue to be monitored remotely 24 hours per day, 365 days per year. Under normal operating circumstances, the hybrid compressor station would operate such that the electric compressors would be the first on and the last off, thereby minimizing potential emissions.

[1] The precise electric compressors that will be used have not been selected at this time. For purposes of environmental review, SoCalGas has assumed the use of 2,500 nominal HP electric compressors. Upon completion of engineering related to the electric compressors, the horsepower utilized may be lower than, but will not be higher than, the 2,500 nominal HP reviewed in this PEA.

3.1.1 Site Setting

The 8.42-acre Project Site is slightly west of State Route (SR) 33. Figure 2-1, Regional Vicinity and Project Location, included in Chapter 2, Introduction, of this PEA, provides an aerial view of the Project Site, including the Project Site and the adjacent approximately 2.53-acre temporary construction staging area (Staging Area). Where combined, the Project Site and the Staging Area are referred to as the "Development Area." Regional access to the Project Site is via U.S. Route 101. Figure 3-1, Project Site and Surrounding Land Uses, depicts the types of land uses that surround the Project Site. As shown on Figure 3-1, industrial uses surround the Project Site on the north, west, and south. A residence (1675 North Olive Street, APN 068-0-090-340) is located adjacent to the northeast corner of the Project Site fronting North Olive Street.[2] The E.P. Foster Elementary School is located across North Olive Street to the east of the Project Site. The Staging Area would be located adjacent to the west side of the Project Site on industrial-zoned property currently controlled by Offshore Crane & Service Company (also known as "T&T Crane" in Ventura and referred to as such in this PEA), which is currently used to store equipment and vehicles.

3.2 Existing Natural Gas System and Project

3.2.1 Existing System

The Ventura Compressor Station is a critical component of what is referred to as the "North Coastal System" and provides reliability to SoCalGas's overall Gas Transmission System. When the current equipment (three Superior 8GTLB natural gas compressors, each rated at 1,100 HP) was installed in the 1980s, the Ventura Compressor Station was designed to compress gas to send north in conjunction with local gas production north of the compressor station to meet customer demand and to support injection at the La Goleta Storage Field. Local production north of the station provided approximately 50–90 million cubic feet per day (MMcfd) of local supply. The Ventura Compressor Station was designed to flow 90 MMcfd to make up the difference between the injection requirements and the excess gas supplied by the local producers. Additionally, the compressor station was sited to facilitate injection at the La Goleta Storage Field.

Customers in the North Coastal System are primarily residential core customers, with some smaller core commercial customers located in Ventura, Santa Barbara, and San Luis Obispo Counties. Additionally, the compressor station delivers affordable and reliable energy to critical facilities like schools, hospitals, and local industry and, more broadly, supports electric system reliability in Central and Southern California.

Section 2.1, Project Background, of this PEA provides a detailed overview of SoCalGas's Gas Transmission System, and specifically the North Coastal System, and how the Project would address system need to support customers on the Central Coast.

[2] Although APN 068-0-090-340 is zoned M-2 and designated for industrial/manufacturing uses, the parcel appears to include a single-family residence on the northern half of the property (City of Ventura 2023). According to site reconnaissance and a Google Earth desktop analysis, the southern half of APN 068-0-090-340 includes a storage container, several ancillary non-habitable structures, and a vehicle storage/parking area (Google Earth 2023).

3.2.1.1 Project Safety

Safety is the foundation of SoCalGas's business and guides its efforts as a fundamental core value. SoCalGas focuses on safety through the lenses of public safety,[3] system safety,[4] employee safety,[5] and contractor safety.[6] This tradition of safety spans more than 150 years and is the basis for company programs, policies, procedures, guidelines, and best practices.

SoCalGas defines safety as the presence of controls for known hazards, actions to anticipate and guard against unknown hazards, and the commitment to continuously improve SoCalGas's ability to recognize and address hazards. SoCalGas's practices advance and enhance a comprehensive approach to safety through hazard identification, hazard and risk controls and addressing them, continuous learning and improvement, leadership commitment, and employee engagement.

SoCalGas strives to continuously improve and strengthen its safety performance by setting clear, measurable goals; assessing safety performance; reviewing and questioning approaches and assumptions; integrating people and activities to promote a common approach to safety; and learning from and sharing best practices and lessons learned with stakeholders, including peers. This safety commitment has guided SoCalGas's past and current practice and will continue to guide its future direction.

Safety Features of the Project

Construction of the Project would be contracted to an engineering, procurement, and construction (EPC) firm. Contractors working for SoCalGas are required to comply with all federal, state, and local laws, ordinances, and regulations and take steps to promote environmental compliance and the safety of SoCalGas employees, contractors, or the public. The EPC firm would be required to comply with the SoCalGas Contractor Safety Manual, which requires the development of a Job-Site-Specific Safety Plan (Safety Plan). The Safety Plan sets forth an approach to identify hazards at the individual job locations and establish measures to be implemented for the protection of all company and contractor employees and the general public. The Health and Safety Plan (HASP) for the compressor station is attached as Appendix O and would also meet the requirements in Section 5.9.4.6 of the PEA Checklist.

Design and operation of the compressor station would incorporate best available technology and safety systems. These systems provide redundancy and resiliency when it comes to system safety and reliability. The Project design would incorporate safety features similar to the existing compressor station, which employs a variety of safety systems and practices. SoCalGas would utilize a centralized gas control center staffed 24 hours per day, 7 days per week to continuously monitor the compressor station for safe operation. On-site personnel would also be present to routinely inspect, monitor, and maintain equipment. Operational procedures would also incorporate safety measures. Fire and gas detectors would be utilized to continuously monitor the compressor building for hazardous

[3] Safety systems and processes focused on protection of SoCalGas's customers and the public (i.e., Emergency Management, Environmental Safety, Customer Data Privacy, Accessibility, and protection of the public from harm caused by its operations or its assets).

[4] Safety systems and processes associated with the design, construction, operation, inspection, and maintenance of SoCalGas's infrastructure.

[5] Safety systems and processes focused on the health and safety of SoCalGas's employees. This includes safety policies, programs, and training.

[6] Safety systems and processes focused on the safety and protection of SoCalGas's contractors and subcontractors who provide services to support SoCalGas assets and operations.

conditions. Furthermore, routine and frequent coordination with first responders would occur to enhance on-site and public safety. Third-party inspections from regulatory agencies provides additional safety oversight.

3.2.2 Project

This section provides a description of the Project components. An overview of the Project Site after completion of the proposed site improvements and before the decommissioning of the existing compressor station is provided in Figure 3-2, Conceptual Site Plan (Year 1). After approximately 1 year of operations, the existing compressor plant would be decommissioned. Following decommissioning, the plant would be dismantled and demolished (except for the existing concrete slab and foundations). Figure 3-3, Conceptual Site Plan (Final), depicts the final layout of the Ventura Compressor Station. The engineering design for the Project-related components is included on Figure 3-4, Project Components.

The compressor station design criteria dictate the necessary site improvements, such as compression equipment and building square footage. The design criteria are based on seasonal operating pressures, the necessary flow rates, and injection capacity to maintain reliable system operation. The proposed throughput of the compressor station is 160 MMcfd in the summer operating condition. The current station cannot compress and flow the 160 MMcfd of gas that is currently needed for reliable system operation during the summer season. Furthermore, the existing station cannot compress and flow 120 MMcfd in the specified winter operating condition.

3.2.2.1 Proposed Site Improvements

The Project consists of the following features, which would modernize the facility's equipment to continue to provide the North Coastal System (primarily core residential customers) with natural gas service and support storage injection:

- **Compressor Building:** New 10,458-square-foot compressor building approximately 52.5 feet in height to ridge and 64 feet to the peak of the exhaust stacks, which would house four new compressors (listed below).
- **Compression Equipment:** Two 1,900 HP Waukesha Model L7044GSU S5 natural gas compressors and two new 2,500 nominal HP electric compressors (the specific electric drive has not been selected at this time) controlled electronically using variable-frequency drives.
- **Emissions Controls and Measurement Equipment** including the following:
  - ***CEMS Building and Equipment:*** One new 80-square-foot continuous emissions monitoring shelter (CEMS) and analyzer to monitor exhaust emissions from the gas engines. The shelter would house two CEMS analyzer systems.
  - ***Non-Selective Catalytic Reduction (NSCR)*** equipment would reduce emissions of nitrogen oxides (NO_x), carbon monoxide (CO), and volatile organic compounds (VOCs) in the engine exhaust. One NSCR would be installed for each natural gas compressor.
- **Gas Filtration Equipment** including the following:
  - ***Natural Gas Filtration Equipment*** (filter separators) which separates natural gas from liquids and solids.
  - ***Discharge Gas Cooler:*** One discharge cooler to cool natural gas.
  - ***Discharge Scrubber:*** One discharge scrubber to remove compressor oil from natural gas.
- **Power Distribution Center (PDC) Building:** New 1,500-square-foot building with electric power control equipment, including 4,160-volt and 480-volt switchgear and low-voltage motor control center (MCC).

- **Office Building:** New 4,641-square-foot permanent office building that would be approximately 16.5 feet in height to provide office space for the on-site employees and other SoCalGas staff who are routinely on site as part of ongoing operations (e.g., safety inspections, air emission inspections, first responder coordination). This building would be a pre-engineered metal building.
- **Warehouse:** New 5,459-square-foot warehouse approximately 27.5 feet in height to provide maintenance and storage area for compressor station operations. This building would be a pre-engineered metal building.
- **Standby Generator with Enclosure:** The existing diesel generator would be replaced with a new 840 HP natural gas generator to be used only as a backup ancillary power source. The generator would be housed in a new 396-square-foot generator enclosure approximately 16.5 feet in height.
- **Other Supporting Mechanical Equipment:** This equipment would be located at least 100 feet from the Project Site boundary, as shown on Figure 3-4:
  - One starting air compressor skid.
  - One instrument air compressor skid.
  - One starting air receiver.
  - One instrument air receiver.
- **New Storage Tanks** would be installed on covered concrete pads with spill prevention measures incorporated into the pad design. Tanks would be emptied as needed, which is expected to be one to two times per year. Tanks would include the following:
  - Two compressor area oily waste tanks.
  - One oily waste storage tank to contain oily wastewater.
  - One engine oil storage tank to contain engine lubrication oil.
  - One waste oil storage tank to contain spent engine lubrication oil.
  - One coolant storage tank to contain treated water.
- **Blowdown Scrubber:** Reduction of natural gas venting odorant.
- **Modified Electric Interconnection:** Southern California Edison (SCE) serves the existing compressor station and will continue to do so under the Project, with a 16-kilovolt connection by replacing the existing on-site power poles and including new pole-mounted equipment (step-down transformers, gas switch, and vacuum fault interrupter).
- **New Perimeter Fencing:** New block wall fencing would be installed on the west and south Project Site perimeter.
- **Main Gate** on North Olive Street would be replaced.
- **Water Quality Features** including a stormwater detention structure (8,000 square feet and approximately 6 feet deep) and retention basins would be installed.
- **Site Paving** would be restored after completion of the proposed facilities.

Table 3-1 provides dimensions of Project structures.

Table 3-1. Dimensions of Structures

Structure	Dimensions
Compressor building	166 ft L × 63 ft W × 52.5 ft H
Warehouse building	103 ft L × 53 ft W × 27.5 ft H
Office building	91 ft L × 51 ft W × 16.5 ft H

Table 3-1. Dimensions of Structures

Structure	Dimensions
Power distribution center (PDC) building	84 ft L × 24 ft W × 20 ft H
Generator enclosure	34 ft L × 13 ft W × 18 ft H
Exhaust stacks (2)	64 ft H × 1.5 ft D
Blowdown stack	62.5 ft H × 8 ft D
Gas cooler	41 ft L × 34 ft W × 12 ft H
Instrument air compressor skid	33 ft L × 9.5 ft W × 10 ft H
Starting air compressor skid	40 ft L × 9.5 ft W × 10 ft H
Starting air receiver	27.5 ft H × 6.5 ft OD
Instrument air receiver	26.5 ft H × 6.5 ft OD
Suction gas filter/separator	36 ft L × 26 ft W × 16 ft H
Discharge scrubber	16.5 ft H × 4 ft D
Engine oil storage drum	15 ft H × 5 ft D
Coolant storage drum	15 ft H × 5 ft D
Oily waste storage drum	15 ft H × 5 ft D
Waste oil storage drum	15 ft H × 5 ft D
Vapor recovery units (2)	10 ft W × 15 ft L × 10 ft H
Blowdown scrubber	160 ft L × 40 ft W × 6 ft H

Notes: ft = feet; L = length; W = width; H = height; D = diameter; OD = outside diameter.

3.2.3 System Reliability

Section 2.1.1 provides a detailed overview of the Project and how it would address reliability to continue to support customers on the North Coastal System and storage injection in the La Goleta Storage Field.

SoCalGas believes the Project meets system reliability obligations to serve customers in a timely and efficient manner by replacing aging equipment; providing NO_x emissions reductions to improve air quality within the local community; and minimizing the Project's environmental footprint by utilizing SoCalGas's existing compressor station property, while doing so at a reasonable cost for SoCalGas's customers.

3.2.4 Planning Area

As discussed in Section 2.1.1 of this PEA, the primary area affected by the Project is the North Coastal System of SoCalGas's Gas Transmission System. SoCalGas operates an integrated transmission system, so the Project would benefit overall system reliability.

3.3 Project Components

3.3.1 Preliminary Design and Engineering

Preliminary design and engineering information is provided on Figure 3-4, Project Components; Figure 3-5, Underground Drainage Plan; and Figure 3-6, Underground Utilities Plan.

3.3.2 Segments, Components, and Phases

The Project Site is located on the existing Ventura Compressor Station property and does not include segments. Construction phasing for each component is described in Section 3.5, Construction, of this PEA.

3.3.3 Existing Facilities

The Ventura Compressor Station has been an operational compressor station since 1923. Figure 3-7, Existing Ventura Compressor Station, identifies the buildings and structures within the Project Site boundaries. The current equipment was installed in 1987 and consists of the following site improvements:

- **Compressor Building:** One compressor building, approximately 5,000 square feet and 30 feet high, contains three 1,100 HP model 8GTLB natural gas compressors equipped with emission controls equipment.
- **Temporary Office Building:** A temporary trailer approximately 1,500 square feet in size and 16 feet in height serves as the compressor station office.
- **Temporary Warehouse:** Two portable metal storage containers located adjacent to the temporary office building are used as the storage warehouse.
- **Infrared Fence Line Methane Monitoring System:** Four fence-line methane detection monitors (Boreal Open Path Gas Detector Model BL-L0-OPX-21-LSD) and a weather station (Davis Vantage Pro2) were installed in November 2022 to continuously monitor for methane levels along the fenceline to provide additional transparency about operations at the facility (City of Ventura Permit COMP-02-22-0072).
- **Safety Systems:** The facility is equipped with a series of safety systems that include the following:
  - Emergency shutdown system designed to depressurized and isolate the station from all energy sources if fire or methane leaks are detected inside the compressor station.
  - Pressure safety valves (relief valves) installed on all gas-carrying pipes to prevent over pressurization.
  - Methane detection sensors and fire detection systems installed in the compressor building to closely monitor for methane leaks and sparks.
  - Compressor units that are equipped with vibration sensors that trigger unit shutdown if excessive vibration is detected in order to prevent mechanical damage.
- **Other Ancillary Site Improvements:** Other site improvements, including above- and belowground gas pipelines and appurtenances (e.g., pressure monitoring equipment, inline inspection equipment, gas measurement equipment), exist on the Project Site.
- **Electrical Poles:** Two existing wooden electrical poles are located within the fenceline on the Project Site, each of which is approximately 30 feet tall.
- **Paved Parking Area:** The parking area can accommodate 10 automobiles.
- **Materials Storage Area:** A paved area serves as a storage area for materials such as pipe segments and wooden pallets.

All major gas piping is aboveground. Buildings and piping are painted in neutral beige non-reflective paint.

The existing compression equipment would be decommissioned after the new compression equipment plant has been successfully tested and is fully operational, approximately 1 year from when the new facility has become fully operational. Following decommissioning, the plant will be dismantled and demolished. The foundation of the

existing facility would remain in place, so no additional earthwork or soil disturbance would occur. The time frame for this decommissioning and demolition process is approximately 3 months.

Please refer to Figure 3-7 for existing site conditions.

3.3.4 Proposed Facilities

Please refer to Section 3.2.2.1 for a description of the Project components. Please refer to Figure 3-4, Project Components, for engineering design information.

Only a small section of suction and discharge piping would be underground, at approximately 8 feet below grade. Piping between the suction tie-in and the suction filter separator, as well as piping between the discharge scrubber and the discharge tie-in valve, would be underground. The suction piping is 20 inches in diameter and the discharge piping is 16 inches in diameter. The length of each segment of underground pipe is approximately 400 feet.

Gas piping tie-ins would occur within the Project Site and are shown on Figure 3-4 and presented in Table 3-2. Below-grade piping is described in Table 3-3 and above-grade piping is described in Table 3-4.

Table 3-2. Gas Piping Tie-Ins and Sizes

Location	Diameter (Inches)
Suction gas tie-in	20
Discharge gas tie-in	16
Fuel gas tie-in (generator)	2
Fuel gas tie-in (engines)	3
Depressure blowdown to L-1003	6

Table 3-3. Below-Grade Piping Diameter and Length

Type	Pipe Diameter (Inches)	Lengths (Feet)
Suction piping	20	400
Discharge piping	16	400

Table 3-4. Above-Grade Piping Types and Sizes

Type	Pipe Diameter (Inches)	Lengths (Feet)
Suction piping	24	360
	16	130
Discharge and interstage piping	24	40
	20	200
	16	565
Blowdown piping	20	400

Electric power would be provided by SCE via electrical lines supported on two new poles located within the facility fenceline to provide 16-kilovolt service. Each new pole would be approximately 38 feet in height with footings

approximately 7 feet deep and 8 inches in diameter and would be constructed of either composite or wood materials. Foundations would be approximately 2 feet in diameter and 7 feet in depth and would require approximately 2 cubic yards of grading. These new poles would replace two existing wooden electrical poles on the Project Site, which are 30 feet tall.

Proposed surface colors, textures, and light reflectivity of proposed facilities would match the existing neutral beige. The buildings would be painted with a high-performance color coating system that has superior resistance to UV radiation, chalking, and chemical degradation. Lighting would be for safety and security purposes only and would be shielded downward toward the facility to minimize light spillage. All lighting for the Project would be high-efficiency LED fixtures.

3.3.5 Other Potentially Required Facilities

The Project is not anticipated to require the relocation (temporary or permanent), modification, or replacement of unconnected utilities or other types of infrastructure; aviation lighting and/or marking; or additional civil engineering requirements to address site conditions or slope stabilization issues, such as pads and retaining walls, that are not otherwise shown on Figure 3-4. On-site utilities, such as sewer and water, may be rerouted within the property boundaries of the existing compressor station.

3.3.6 Future Expansion, Equipment Lifespan, and Foreseeable Consequences

No future expansion or development beyond what is described herein is anticipated.

The design life of the Project is 30 years, with an expected usable life of 30 years or longer.

The foreseeable consequences of the Project are the modernization of aging equipment to meet customer demand on the North Coastal System and to support storage injection, and the reduction of NO_x emissions. No other pipeline or infrastructure projects would result now or in the future as a direct result of the Project.

3.4 Land Ownerships, Rights-of-Way, and Easements

3.4.1 Land Ownership

The Project would be constructed on land owned in fee by SoCalGas.

3.4.2 Existing Rights-of-Way or Easements

The Project would be within SoCalGas's fee-owned property, APN 068-0-142-030, which is approximately 8.42 acres (366,775 square feet) and is zoned Industrial by the City of Ventura. The Project Site has been used for a gas compressor station since 1923.

3.4.3 New or Modified Rights-of-Way or Easements

No new permanent rights-of-way or easements would be needed for the Project facilities.

3.4.4 Temporary Rights-of-Way or Easements

One temporary access easement and one temporary construction easement would be secured by SoCalGas. A temporary construction easement would be required for access and a construction laydown yard (i.e., the Staging Area) on the Industrial zoned property immediately to the west of the Project Site. The temporary access easement is approximately 16,733 square feet, and the temporary construction easement is approximately 3,600 square feet. The temporary easements are located on portions of APNs 068-0-142-020 and 068-0-142-045 in the County of Ventura, owned by Offshore Crane & Service Co. (T&T Crane). No development restrictions or demolition/ relocation would be required to accommodate the temporary construction easement. Upon completion of construction, the easement would be vacated and returned to the landowner. The Staging Area would be restored to its preexisting condition.

3.5 Construction

Figure 3-8, Grading and Paving Plan, depicts the proposed earthwork and grading activities on the Project Site. As shown, no off-site construction or improvements are required. Construction is anticipated to take approximately 30 months and employ approximately 130 at peak construction workers. Construction access to the Project Site would be provided by a temporary easement through the Staging Area that extends to Stanley Avenue.

3.5.1 Construction Access

3.5.1.1 Existing Access Roads

The Project Site has access points that connect to North Olive Street. The primary entrance (and main access point) is 36 feet wide. A secondary access point is 20 feet wide. The primary entrance is sufficient for fire trucks and other emergency response vehicles. The existing facility also has fire water infrastructure on site that meets fire department requirements. No permanent road modifications would be required prior to construction.

As noted in Best Management Practice (BMP) TRA-2 (refer to Section 3.11, Project Best Management Practices, for full text of this BMP), upon mobilization, SoCalGas inspection staff and the contractor will take video and photo documentation along the Project access roads so they can ensure that roads are restored to pre-Project conditions or better following construction. Periodic inspections will be conducted by inspection staff throughout construction, and if any damage is discovered to have been made by the contractor, the contractor will be responsible for making the necessary repairs as soon as practical.

3.5.1.2 Proposed Access Roads

As described above, temporary construction access would be provided across the T&T Crane property (i.e., the Staging Area) to the west, then connecting to Stanley Avenue. The existing perimeter block wall in this area would be removed and a temporary 20-foot-wide driveway/ramp would be installed prior to the Project.

No overland access routes, watercourse crossings, or helicopter access is required.

3.5.2 Staging Area Location

The Project's temporary Staging Area would be located on the T&T Crane property to the west of the Project Site. This Staging Area would require a temporary construction easement, as described above. The construction Staging Area would be approximately 3,600 square feet and would be used for prefabrication and testing of piping, including bolted and welded assembly, component installation, and electrical/controls wiring, as well as painting/coating. The temporary field office would also be located within the Staging Area. Temporary fencing around the Staging Area would be a 7-foot-tall chain-link fence with three-barbed-wire extension, accessed via two 30-foot-wide double-swing chain-link gates. It assumed that this Staging Area would be powered by a temporary service drop coordinated with SCE. This service would power the temporary office trailers and temporary construction facility lighting. Construction tool power and welders would be provided by generators and air compressors unless sufficient temporary electrical power is available.

3.5.3 Construction Work Areas

The Project Site is 8.42 acres in area and is flat. Construction work areas would be located within the Development Area. No helicopter landing zones or railroad or bridge crossings are required.

Excavation and recompaction would be associated with building foundations and trenching to interconnect pipelines and utilities to the new buildings. Foundation design would ultimately be determined based on recommendations from a geotechnical engineer. Trench depth would also be based on geotechnical recommendations.

3.5.3.1 Work Disturbance Area

The assumed work disturbance area is the entire Project Site.

3.5.3.2 Temporary Power

Existing SCE service is available for construction from a temporary new power service drop. Temporary diesel-powered generators would be used as needed (CARB approved and less than 49 HP).

3.5.4 Site Preparation

3.5.4.1 Surveying and Staking

Work would be performed within the Project Site except for temporary staging within the Staging Area on the T&T Crane property. Construction surveying and staking would occur within the Project Site.

3.5.4.2 Utilities

The Project would be constructed within the existing Ventura Compressor Station property (the Project Site). As with any construction project, DigAlert 811 would be contacted to locate and mark on-site utilities. Exploratory potholing would be performed. This consists of a truck-mounted auger digging exploratory holes to a depth of 1 to 8 feet (depending on encountered utility depth) to confirm underground utility locations. Figure 3-5, Underground Drainage Plan, and Figure 3-6, Underground Utilities Plan, depict the proposed utility improvements on the Project Site.

3.5.4.3 Vegetation Clearing, Tree Trimming, and Work Area Stabilization

The Project Site is located on an existing compressor station property and no vegetation clearing, tree trimming, or work area stabilization is required. The Project Site is flat and all work areas within the fenceline are either paved or covered in gravel.

3.5.5 Civil Works

A new approximately 8,000-square-foot subsurface stormwater detention structure would be constructed in the southeast corner of the Project Site to minimize off-site runoff. On-site water flows would be directed to this location through natural grade or drainage pipes.

During construction, stormwater and pollutant discharge would be strictly controlled. All applicable best management practices would be installed per the approved stormwater pollution prevention plan (SWPPP) and County of Ventura criteria. Some best management practices that may be utilized include using silt fences to limit both water and soil discharge, using detention ponds to collect and control stormwater discharge, and limiting grading activities during the rainy season to limit pollutant discharge.

Excavators would be used for the bulk of the site cutting and filling. A backhoe would also be utilized for smaller excavations and rough grading. A roller compactor would be used to compact the finished surface as required to match the finished surface elevations specified on the construction documents. Manual labor would round out the equipment and personnel to perform all the civil activities, including installing shoring for slope stabilization and tying in the site stormwater drain to the existing local stormwater drain.

Any trenching for underground utilities or foundation work would comply with SoCalGas requirements and applicable regulations.

As shown on Figure 3-5, all stormwater generated on site would be collected via a network of catch-basins connected to 10- to 24-inch-diameter underground stormwater pipes within the fenceline of the Project Site, which would lead to the proposed stormwater detention facility at the southeast corner of the Project Site. The detention facility would collect stormwater runoff and would treat the water in the stormwater mechanical water filtration/ treatment system prior discharge to the existing City stormwater sewer. The post-development stormwater discharge rate would not exceed the pre-development discharge rate.

3.5.6 Public Safety, Traffic Control, and Site Safety

A listing of technical codes and standards that, as a minimum, will be used in the design of the Project is provided in Appendix P. Construction of the Project would occur within SoCalGas's privately owned property, which is fenced for security and would prevent public access. The Staging Area on the T&T Crane property is also privately held and would be fenced with a temporary chain-link fence approximately 8 feet in height.

The following measures would be in place during construction to address traffic control:

- A flagger shall be placed at entrances/exits to the facility (and adjacent property, as required) to avoid potential collisions with pedestrians and traffic for large loads and where there is heavy traffic.

- Major shipments and oversized loads shall be accepted at the Project Site during non-peak traffic (vehicle/pedestrian) hours.
- Implement shaker plates shall be installed at the Project Site to knock off any loose dirt/debris on construction vehicles.
- The contractor shall complete street sweeping at entrances and exists as required.
- Project construction shall remain in compliance with City of Ventura noise ordinance requirements.

Over the full duration of the Project, the following safety requirements would be implemented:

- The Project shall comply with California Occupational Safety and Health Administration (Cal/OSHA) guidelines, California Process Safety Management regulations, and CFR requirements.
- SoCalGas shall implement its Contractor Safety Program and require all contractors executing work at the Project Site to meet or exceed the Contractor Safety Program requirements. Contractors shall be vetted and qualified in regard to their past safety performance (using industry standard metrics such as the U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) Total Recordable Incident Rate [TRIR]; the Days Away, Restricted or Transferred [DART] and resulting data from the online contractor safety management database ISNetworld); and contractor-developed plans for complying with the Contractor Safety Program and industry, state, and federal requirements. Compliance with these requirements will be a relatively heavily weighted criterion when reviewing, comparing, and selecting bidders. Past safety performance issues (through the methods mentioned above) are grounds for disqualification of a contractor from the bidding process. Poor safety performance by a contractor shall be grounds for removal of the contractor from the Project and the Project Site.
- Existing operating facilities at the Project Site will be fenced off and isolated from new construction via new fencing and barriers to be installed by SoCalGas. Existing gas pipelines and electrical infrastructure in the southern half of the Project Site shall be positively located and marked via exploratory digs prior to the start of construction activities.
- SoCalGas shall provide full-time representatives at the Project Site over the course of construction, verifying SoCalGas and contractor compliance with the various safety requirements. Additionally, contractors shall provide on-site safety professionals as required by Cal/OSHA.
- Project Site-specific safety training shall be required for all personnel working at or visiting the Project Site, advising on and reinforcing the safety requirements at the Project Site.
- Fire Protection and Prevention Plans shall be developed for the Project Site and implemented throughout the course of the Project, with pre-emptive activities and safeguards in place in accordance with the specific Project phase and associated risks.
- Spill Prevention, Control, and Countermeasures Plans (SPCCs) shall also be developed for the Project Site and implemented throughout the course of the Project.
- Construction noise shall be monitored and shall remain in compliance with the applicable City of Ventura noise ordinances.
- Facility operators and maintenance personnel shall be provided training on the various systems over the course of the Project, including during commissioning and startup. Operators shall be provided with a training simulator that will be used to train and refresh operators on the safe operation of the new facilities.

Phase 1 Subsurface Exploration Specifics

- Hand dig/soft dig methodologies shall be used to verify absence of existing infrastructure that could potentially be damaged via machine digging.
- Regular testing and evaluation of excavated soils for contaminants shall be implemented to advise appropriate storage of spoils and disposal/recycling requirements.
- Truck traffic in and out of the facility shall largely be through the adjacent Staging Area to Stanley Avenue.
- Dust control measures shall be implemented.

Phase 2 Existing Project Site/Paving Demolition Specifics

- Asphalt shall be regularly tested for asbestos, and demolished concrete shall be appropriately stored and disposed of/recycled according to applicable requirements.
- Verification shall be obtained that existing located infrastructure that is to be demolished is appropriately de-energized and out of service.
- Truck traffic in and out of the facility shall largely be through the adjacent Staging Area to Stanley Avenue.
- Dust control measures shall be implemented.

Phase 3 Site Preparation/Rough Grading Specifics

- Hand dig/soft dig methodologies shall be used to verify absence of existing infrastructure that could potentially be damaged via machine digging.
- Regular testing and evaluation of excavated soils for contaminants shall be implemented to advise appropriate storage of spoils and disposal/recycling requirements.
- Truck traffic in and out of the facility shall largely be through the adjacent Staging Area to Stanley Avenue.
- Dust control measures shall be implemented.

Phase 4 Foundations Specifics

- All truck traffic, including cement trucks, in and out of the facility shall largely be through the adjacent Staging Area to Stanley Avenue. Queueing of concrete trucks for large continuous pours is expected to be fully within the Staging Area adjacent to the Project Site (as opposed to queuing on Stanley Avenue).

Phase 5 Trenching/Undergrounds Specifics

- Hand dig/soft dig methodologies shall be used to verify absence of existing infrastructure that could potentially be damaged via machine digging.
- Regular testing and evaluation of excavated soils for contaminants shall be implemented to advise appropriate storage of spoils and disposal/recycling requirements.
- Dust control measures shall be implemented.
- Appropriate isolation and backflow prevention measures shall be used for tie-ins to City utility services.

Phase 6 Equipment, Structural Steel and Building Erection, and Piping Specifics

- Shipments of equipment, structural steel, building materials, and piping are expected to be completed through the Stanley Avenue entrance to the adjacent Staging Area. However, should equipment and material deliveries be required through the North Olive Street entrance to the Project Site, the City and community will be made aware and SoCalGas will use best efforts to complete these shipments to the Project Site during non-peak traffic hours, while also remaining in compliance with City noise ordinance requirements.
- Lock-Out Tag-Out (LOTO) and fall protection measures (working from heights) shall be used for personnel working at the Project Site.
- Quality control shall be implemented for critical components in line with CFR and industry code requirements, including non-destructive examination of welded components, verification of material certifications, and pressure testing of pressure-containing piping (as required by ASME B31.3 and B31.8, as further required by SoCalGas specifications).
- Lift plans shall be implemented for crane lifts and setting of major equipment and materials. Critical lifts (lifts over existing infrastructure or over a certain weight threshold) shall be identified that are to be reviewed and approved by SoCalGas prior to execution.

Phase 7 Electrical and Instrumentation Specifics

- LOTO and fall protection measures (working from heights) shall be used for personnel working at the Project Site.
- All installation and testing of electrical components and equipment shall comply with NEC requirements.
- Critical instrumentation—especially instrumentation that serves critical safety functions, such as pressure-relief valves and shutdown systems—shall be calibrated and tested.

Phase 8 Paving Specifics

- Truck traffic in and out of the facility shall largely be through the adjacent Staging Area to Stanley Avenue.
- Dust control measures shall be implemented.

Phase 9 Painting/Insulation Specifics

- To the extent possible, equipment, structural steel, and piping will be prefabricated and shipped to the Project Site with finish painting applied. However, field-fabricated items (such as piping) will require painting, as with welded connections for painted/tested piping spools. Selected paint systems will be applied in accordance with SoCalGas's and manufacturer's instructions and safety data sheets.
- Appropriate personal protective equipment (PPE) such as gloves, a respirator, and protective eyewear, shall be used when working with or around paint.
- Good ventilation shall be maintained when using paint.
- Safety procedures shall be followed when working at heights for using ladders, scaffolding, and other equipment.
- Safe distances to energized electrical equipment shall be maintained.

Phase 10 Pre-Commissioning/Commissioning/Startup and Testing Specifics

- Operations and maintenance personnel shall be trained.

- The operability and appropriate response of control and safety systems shall be verified prior to energizing various systems.
- Operation of portions of systems shall be commenced to verify operability and appropriate response to commands prior to commissioning an entire system.
- The community and appropriate agencies shall be advised regarding planned blowdowns (which are a critical step in testing safety system functionality) for the facility.

Phase 11 Post-Construction/Site Restoration Specifics

- Truck traffic in and out of the facility shall largely be through the adjacent Staging Area to Stanley Avenue.
- Dust control measures shall be implemented.
- All construction waste shall be disposed of in the appropriate containers and transported to the appropriate location(s) for disposal/recycling.

Phase 12 Decommissioning

- Isolation, decommissioning, and demolition of the existing compressor station shall occur.
- Verification shall be obtained that natural gas and utilities have been appropriately isolated from the systems to be demolished, including air gapping. All gas and liquid utility systems shall be purged with air or nitrogen (as appropriate).
- LOTO and fall protection measures (when working from heights) shall be used for personnel working at the Project Site.
- Materials that are to be demolished shall be tested for presence of lead, asbestos, or other hazardous materials, as necessary. Safeguards shall be put in place to safely remove the materials (i.e., chemically stripping lead paint or bagging material covered with lead paint, bagging asbestos containing materials [ACMs], implementing dust control measures).
- Removal of demolished materials from the Project Site is expected to be routed through the Stanley Avenue entrance to the Staging Area. However, should demolished materials be required to exit the Project Site through the North Olive Street entrance, the City and community will be made aware and SoCalGas will use best efforts to complete these shipments to the Project Site during non-peak traffic hours, while also remaining in compliance with City noise ordinance requirements.

3.5.7 Grading, Trenching, Dust, Erosion, and Runoff Controls

Grading and ground-disturbance activities would be required for the Project. Ground disturbance would include demolition and removal of existing asphalt/pavement, excavation of foundations, trenching for subsurface piping, and backfill around foundations and new structures. A total of approximately 5,000 cubic yards of imported and exported material, combined cut and fill, is estimated for the Project. Import fill will comply with all federal, state, and local regulations. Prior to use of any mechanical equipment for excavations, SoCalGas requires that perimeter excavation around the majority of the area requiring ground disturbance will be dug by hand or using soft-dig methods (such as hydro-excavation/potholing) to verify the presence of any existing subsurface utilities (gas, water, air) to prevent excavation damage to the existing facility. The trench for pipeline installations would be hand/soft dug, shored, and designed to meet applicable building code requirements. After installation of new piping and integrity testing, segments of trenching would be backfilled to a minimum depth of 42 inches below ground surface and compacted under the oversight of qualified individuals.

Dust would be minimized by implementing VCAPCD Rule 55 "Fugitive Dust" and CPUC Recommended Environmental Measure CPUC-AIR-1 Dust Control during Construction, which are described in detail in Section 5.3.7.1.

Erosion and runoff controls would be implemented in accordance with the SWPPP. Given the flat topography, best management practices would include measures such as materials and waste storage, stockpile covering, and routine watering and sweeping.

3.5.8 Water Use and Dewatering

Construction water for hydrotesting and dust control would be provided by municipal water provided by a Project-specific meter off the existing City water supply to the Project Site. Where possible, water that has been utilized for hydrostatic testing of piping (and then tested per applicable environmental requirements) would be utilized on site for dust control. Hydrostatic test water would be treated as municipal potable water or disinfected tertiary recycled water (Title 22) and used whenever possible.

Based on prior studies on the Project Site, SoCalGas does not anticipate needing to dewater groundwater during excavation.

3.5.9 Hazardous Materials and Management

Anticipated hazardous materials are provided below. No herbicides or pesticides would be used. Specific quantities are unknown at the time of publication.

- **Lubricating Oil – Flammable:** Flushing and initial fills of gas compressors, engines, and lube oil storage/ pumping equipment
- **Lubricating Grease:** Maintenance of equipment (pumps, fans), as well as for maintenance of construction equipment.
- **Paint:** On site painting of piping and equipment
- **Solvents:** Paint remover, and degreasers
- **Silica Dust:** Product of demolition of masonry walls and concrete
- **Nitrogen (Asphyxiation Hazard):** Purging of gas pipelines prior to service
- **Gasoline/Diesel Fuels:** Use in on-site vehicles and generators
- **Motor Oils:** Used in on-site vehicles and generators
- **Sulfuric Acid:** Pickling lube oil piping, acid washing concrete, potential for water treatment
- **Corrosion Inhibitor:** Treatment of water systems
- **Biocide:** Treatment of water systems
- **Sealants and Adhesives:** General construction use, small quantities
- **Asbestos:** In demolished concrete and asphalt

Management of all hazardous materials would occur in accordance with an approved SPCC and HMBP.

3.5.10 Waste Generation and Management, Including Solid, Liquid and Hazardous

The primary source of waste generation would be during construction and demolition activities for the Project. Solid waste, such as concrete or construction debris, would be stored in on-site bins and separated into recyclable materials (e.g., metals) and landfill materials.

Liquid and hazardous waste would be stored in 55-gallon drums on the existing hazardous waste storage pad and disposed of consistent with applicable federal, state, and local requirements.

3.5.11 Fire Prevention and Response

The station, including its piping, safety, and fire equipment, is equipped with continuous remote/on-site monitoring equipment, and is also subject to in-person testing and inspection, as further described below. SoCalGas also is in regular communication with first responders, including the Ventura City Fire Department (VCFD), which is the primary emergency response agency for an emergency natural-gas-related incident at the Ventura Compressor Station. VCFD also reviews and approves the facility's HMBP and SPCC. In advance of routine maintenance activities, SoCalGas contacts VCFD to maintain open communication. Additionally, SoCalGas's Emergency Services Department conducts annual briefings with first responders in Ventura and across its service territory so that they are educated about how to respond to a natural gas incident. Flammable materials and liquids would be stored in dedicated containers or staged in dedicated areas away from hot work. Additionally, the facility would comply with all OSHA and Cal/OSHA requirements.

Given the location of the facility, no fire breaks or vegetation clearing is anticipated. Emergency access is related to roadway access for first responders, such as the fire department. The Ventura County Fire Department Standard 501, Fire Apparatus Access Standard, requires that emergency access roads be a minimum of 24 feet wide and not exceed a slope of 20%, with turnouts every 150 feet (Ventura County Fire Department 2022). The site has access points that connect to North Olive Street. The primary entrance (and main access point) is 36 feet wide. A secondary access point is 20 feet wide. The primary entrance is sufficient for fire trucks and other emergency response vehicles that connect to North Olive Street. The existing facility also has fire water infrastructure on site that meets fire department requirements.

The draft version of the emergency action and fire prevention plan is provided in Appendix H. This plan describes the fire prevention and response procedures that would be implemented during Project operation.

3.6 Construction Workforce, Equipment, and Traffic

Estimated numbers and types of construction workers are provided in Table 3-5.

Table 3-5. Construction Workforce Specifications

Phase	Phase Work Description	Estimated Duration (Weeks)[a]	FTE Average	FTE Peak
1	Subsurface Exploration	9	12	18
2	Existing Project Site/ Paving Demolition	2	10	15

Table 3-5. Construction Workforce Specifications

Phase	Phase Work Description	Estimated Duration (Weeks)[a]	FTE Average	FTE Peak
3	Site Preparation/Rough Grading (including setup of Construction Facilities)	3	13	20
4	Foundations	33	30	45
5	Trenching/Undergrounds	11	20	30
6	Equipment, Structural Steel and Building Erection, and Piping	42	35	53
7	Electrical and Instrumentation	44	16	24
8	Paving	8	10	15
9	Painting/Insulation	8	2	3
10	Pre-Commissioning/ Commissioning/ Startup and Testing	30	12	18
11	Post-Construction/ Site Restoration	4	12	18
12	Decommissioning	12	15	20

Notes: FTE = full-time equivalent.
[a] Assumes a schedule of 10 hours per day, 5 days per week.

Multiple crews may be working concurrently, depending on the phase of overall Project activities, once much of the initial civil grading and excavations are complete. Work that can be undertaken concurrently includes the following:

- Demolition of existing site paving and demolition/removal of identified underground infrastructure can occur concurrently.
- Demolition of the perimeter fencing/walls and erection of the new walls can be executed in parallel with essentially all these scope items (but ideally before the compressor building is erected).
- Concrete, underground piping, and electrical crews can work concurrently to execute the underground portions of the Project (excavate/pour form foundations, set/install underground piping, install underground electrical duct banks) across the Project Site.
- Mechanical/electrical equipment, building erection, and structural steel can be erected and set concurrently across the Project Site (with the clarification that the compressor building would be erected after the gas compressors are set).
- Piping installation can progress in parallel with electrical/controls cable/conduit/cable tray installation.
- Final paving and site restoration can occur in parallel with commissioning and testing activities.

Crew estimates are provided in Table 3-5. A summary of activities anticipated for each work phase is provided as follows:

1. Subsurface Exploration
    a. Initial mobilization at Project Site to execute the following:
        i. Saw cut of existing asphalt paving, disposal of paving.
        ii. Exploratory excavations at pre-identified locations to positively locate both known and potentially unknown existing underground infrastructure.

iii. Execution of geotechnical borings at additional locations specified by the engineering contractor to validate existing soil physical characteristics.

iv. Backfill of existing excavations and boring locations with both native soil and clean fill. Recompaction of soils and repaving of impacted areas.

2. Existing Project Site/Paving Demolition

   a. Mass demolition of existing paved (asphalt and concrete) surfaces at the southern half of the Project Site. This may be done prior to full mobilization of the construction subcontractor at the Project Site. Demolition shall utilize various tools, including heavy equipment (excavators, backhoes) along with jackhammers and hand tools, and will be disposed of in identified bins. Asphalt shall be tested for asbestos containing materials (ACM) and transported via appropriate methods to a certified disposal facility.

   b. Demolition of the following infrastructure (in a staged manner, not necessarily represented in the order outlined in the below list):

      i. All non-Project-related stored materials, trailers, and equipment stored within the Project Site area.

      ii. Existing fencing and walls at south and west property lines.

      iii. Existing sample bottle shack and adjacent concrete structures/piers at southwest corner of property.

      iv. Existing east–west retaining wall and curbing running the extent of the facility.

      v. Existing hazardous materials containment pad (including fencing, air/water/gas piping, and concrete trench/pad).

      vi. Existing stormwater drain system.

      vii. Any existing underground out-of-service piping, concrete, or electrical and/or communications infrastructure located during subsurface exploration that would interference with excavations required for the Project.

3. Site Preparation/Rough Grading

   a. Execution of rough grading at the identified locations in accordance with approved plans.

   b. Installation of gate and earthen ramp at southwest corner of the Project Site for access to/through the Staging Area.

   c. Site preparation prior to start of direct construction activities.

   d. Minor grading/rocking of planned contractor parking areas, equipment/material storage areas, and an area for temporary office trailers (referred to as Construction Facilities in this document).

   e. Installation of security fencing around Construction Facilities and establishment of protocols and travel routes between Construction Facilities and Project Site.

   f. Setup of construction trailers and break areas.

   g. Installation of temporary construction power.

   h. Installation of access roads and driveways as required for construction.

   i. Execution of initial construction survey, including staking and layout verification.

   j. Excavation and installation of new stormwater detention structure with mechanical water treatment system, and complete tie-in to City stormwater system. Installation of new catch basins throughout the facility. Timing of this will be dependent on permit requirements. This may be required to be in place before further work on the property.

4. Foundations
    a. Commencement of execution of excavations for foundations, piers/piles, and underground infrastructure. Relocation or abandonment (as appropriate) of pre-identified or discovered infrastructure.
    b. Formation/pouring of concrete foundations and drilling/pouring of concrete piles (if required). Allow for sufficient cure time of concrete (per requirements of Engineer of Record) prior to setting any equipment.
    c. Demolition of existing fencing and block walls (along with associated foundations) at south and west borders of the Project Site. Coordination with the adjacent property owner would be required.
    d. Installation of new block walls at south and west borders of the Project Site (including new foundations).
    e. Setting of all major mechanical and electrical equipment, including, but not limited to, gas compressors, gas coolers, air compressors, electrical generator, PDC, and electrical transformers and switchgear. This work may have to be staggered based on vendor delivery schedule. Preference is to set as much equipment as possible as early as possible.

       Note: Where feasible, mechanical and electrical equipment will be delivered as part of a skid, pre-assembled at an external shop, and piped and wired on a structural steel base to reduce the overall labor hours required at site (compared to 'stick-building' the equipment at the Project Site).
5. Trenching/Undergrounds
    a. Installation of underground concrete duct banks for electrical/power and communications cabling.
    b. Installation of underground piping (gas, firewater) and stormwater/sewer drains (as appropriate). Complete required welding, testing, coating, and corrosion protection and restore the area.
6. Equipment, Structural Steel and Building Erection, and Piping
    a. Demolition of existing fencing and block walls (along with associated foundations) at south and west property lines. Coordination with the adjacent property owner would be required.
    b. Installation of new block walls at south and west borders of the Project Site (including new foundations).
    c. Setting of all major mechanical and electrical equipment, including, but not limited to, gas compressors, gas coolers, air compressors, electrical generator, PDC, and electrical transformers and switchgear. This work may have to be staggered based on vendor delivery schedule. Preference is to set as much equipment as possible as early as possible.

       Note: Where feasible, mechanical and electrical equipment will be delivered as part of a skid, pre-assembled at an external shop, and piped and wired on a structural steel base to reduce the overall labor hours required at site (compared to 'stick-building' the equipment at the Project Site).
    d. Installation of gas and utility piping from existing identified tie-in locations to/from new equipment installed as a part of the Project.
    e. Where feasible, piping spools will be prefabricated at an off-site fabrication facility and transported to the Project Site. Completion of the piping connections will either be welded, bolted, or screwed (depending on the design and specification).
    f. All piping would be tested (non-destructive examination [NDE] and hydrostatic testing [when applicable]) per the appropriate industry standard and SoCalGas-approved specifications and guidelines.
    g. Installation of the new office building and warehouse. These buildings would be pre-engineered metal buildings that are assembled/erected on site and furnished/completed once erected.
7. Electrical and Instrumentation
    a. Installation of electrical cabling/conduit and supporting systems to/from PDC building to electrical users throughout the Project Site.

b. Installation of all instrumentation, safety systems, and control systems (pressure/temperature/flow transmitters, gauges, pressure-relief valves, emergency isolation valves, equipment control panels, station control panels, fire/gas detection systems, etc.) and installation of all communications cabling to/from each device to their respective controllers.
c. Completion of hydrotest and leak test of processing and pressure piping.
d. Coordination of installation of a new service drop from SCE from the Project Site property line to the new electrical equipment installed as a part of the Project.
e. Completion of testing of electrical equipment with permanent power.

8. Paving
   a. Completion of civil activities, including driveways, asphalt, gravel, fencing, gates, and vegetation as required.
9. Painting/Insulation
10. Pre-Commissioning/Commissioning/Startup and Testing
    a. Flushing of all process systems as required per specification/requirements (purge natural gas pipelines with nitrogen, flush lube oil and water lines, blow air lines clean).
    b. Commencement of pre-commissioning, testing the functionality of the various components and systems in a dry state (not containing high-pressure natural gas or other process).
    c. Completion of installation of minor structural steel supports, hold-downs, and access platforms.
    d. Completion of internal finishes of office building.
    e. Provision of initial utility fills for equipment, including filling engines and compressors with lube oil, jacketing water systems with utility water, ensuring electrical transformers are also filled with oil.
    f. Once all systems are checked/verified to be functioning properly and appropriate approvals are received, systems shall be live (high-pressure natural gas introduced), and performance testing shall be executed.
11. Post-Construction/Site Restoration – see Section 3.7, Post Construction, for details.
12. Decommissioning
    a. Decommissioning of the existing facility approximately 1 year after the new facility is constructed and fully operational.
    b. Taking the existing compressor units out of service, so they no longer operate, and terminating all facility operating permits.
    c. Dismantling and demolition. The specific plan for dismantling and demolition of the old facility would be determined in the future; however, the expectation is that dismantling would involve removal of old compressor equipment, coolers, and ancillary equipment, which would be offered for sale as complete units or parts. The remaining structures, exhaust stack, piping, controllers, and valves would be sold as scrap metal. The existing structure and equipment pedestals would be demolished but the concrete floor slab would remain in place.

Off-road construction equipment that will be required for the Project is provided in Table 3-6.

Table 3-6. Project Off-Road Construction Equipment

Phase No.	Name	Equipment Type	HP[a]	No. per Day	Fuel Type[b]	Hours Per Day[c]
1	Subsurface Exploration (Site Preparation)	Tractors/loaders/ backhoes	107	1	Diesel	9
		Excavators	45	1	Diesel	9
		Air compressors	2	1	Diesel	9
		Off-highway trucks	500	1	Diesel	9
		Tractors/loaders/ backhoes	321	1	Diesel	9
		Bore/drill rigs	300	1	Diesel	9
2	Existing Project Site Demolition (Demolition A)	Concrete/industrial saws	33	1	Diesel	9
		Tractors/loaders/ backhoes	107	1	Diesel	9
		Excavators	45	1	Diesel	9
		Air compressors	2	1	Diesel	9
		Off-highway trucks	500	1	Diesel	9
		Tractors/loaders/ backhoes	321	1	Diesel	9
		Skid steer loaders	65	1	Diesel	9
3	Site Preparation/ Rough Grading (Grading)	Excavators	45	1	Diesel	9
		Tractors/loaders/ backhoes	107	1	Diesel	9
		Air compressors	2	1	Diesel	9
		Off-highway trucks	500	1	Diesel	9
4	Foundations (Building Construction 1)	Air compressors	10	1	Diesel	9
		Cranes	275	1	Diesel	9
		Excavators	45	1	Diesel	9
		Excavators	346	1	Diesel	9
		Forklifts	74	1	Diesel	9
		Forklifts	[82]	1	Electric	9
		Generator sets	49	4	Diesel	9
		Off-highway trucks	500	1	Diesel	9
		Rubber-tired dozers	170	1	Diesel	9
		Tractors/loaders/ backhoes	225	1	Diesel	9
		Tractors/loaders/ backhoes	321	1	Diesel	9
		Tractors/loaders/ backhoes	107	2	Diesel	9
		Welders	24	4	Diesel	9
		Pumps	[11]	4	Electric	9
5	Trenching/ Undergrounds (Trenching)	Excavators	45	1	Diesel	9
6	Equipment, Structural Steel & Building Erection, Piping (Building Construction 2)	Aerial lifts	84	1	Diesel	9
		Aerial lifts	67	2	Diesel	9
		Aerial lifts	[46]	5	Electric	9
		Air compressors	49	1	Diesel	9
		Air compressors	10	2	Diesel	9
		Cranes	200	1	Diesel	9
		Cranes	275	2	Diesel	9
		Excavators	45	1	Diesel	9

Table 3-6. Project Off-Road Construction Equipment

Phase No.	Name	Equipment Type	HP[a]	No. per Day	Fuel Type[b]	Hours Per Day[c]
		Forklifts	[82]	1	Electric	9
		Forklifts	122	1	Diesel	9
		Forklifts	74	2	Diesel	9
		Generator sets	49	5	Diesel	9
		Off-highway trucks	500	1	Diesel	9
		Tractors/loaders/ backhoes	225	2	Diesel	9
		Welders	24	3	Diesel	9
		Welders	[46]	5	Electric	9
7	Electrical & Instrumentation (Building Construction 3)	Aerial lifts	[46]	4	Electric	9
		Air compressors	49	1	Diesel	9
		Air compressors	10	2	Diesel	9
		Cranes	200	1	Diesel	9
		Cranes	275	2	Diesel	9
		Forklifts	[82]	1	Electric	9
		Forklifts	74	2	Diesel	9
		Generator sets	49	5	Diesel	9
		Off-highway trucks	500	1	Diesel	9
		Tractors/loaders/ backhoes	225	2	Diesel	9
		Welders	[46]	5	Electric	9
		Welders	24	5	Diesel	9
8	Paving (Paving)	Rollers	125	1	Diesel	9
9	Painting/ Insulation (Architectural Coating)	Air compressors	10	1	Diesel	9
		Generator sets	49	1	Diesel	9
10	Commissioning / Startup and Testing (Building Construction 4)	Aerial lifts	[46]	4	Electric	9
		Air compressors	49	1	Diesel	9
		Cranes	275	1	Diesel	9
		Forklifts	74	1	Diesel	9
		Forklifts	[82]	1	Electric	9
		Generator sets	49	3	Diesel	9
		Tractors/loaders/ backhoes	225	2	Diesel	9
		Welders	[46]	2	Electric	9
		Welders	24	3	Diesel	9
12	Decommissioning Demolition (Demolition B)	Concrete/industrial saws	33	1	Diesel	9
		Excavators	45	1	Diesel	9
		Aerial lifts	[46]	4	Electric	9
		Air compressors	49	1	Diesel	9
		Cranes	275	1	Diesel	9
		Forklifts	74	1	Diesel	9
		Forklifts	[82]	1	Electric	9
		Generator sets	49	3	Diesel	9
		Tractors/loaders/ backhoes	225	2	Diesel	9

Table 3-6. Project Off-Road Construction Equipment

Phase No.	Name	Equipment Type	HP[a]	No. per Day	Fuel Type[b]	Hours Per Day[c]
		Welders	[46]	2	Electric	9
		Welders	24	3	Diesel	9

Notes:
[a] Engine horsepower ratings for electric equipment in brackets are CalEEMod default values (Version 2022.1).
[b] All diesel engines are assumed to be EPA Tier 4 Final, and electric engines have an average electric mix of grid and local power supply.
[c] Construction is expected to occur for up to 10 hours per day, with equipment use up to 9 hours per day.

3.6.1 Construction Traffic

Construction crews would be required to park at the Staging Area immediately to the west of the Project Site. Equipment would access the site through the Staging Area or through the Project Site entrance on North Olive Street. Crew vehicle types are provided in Table 3-7.

Table 3-7. Construction Crew Vehicle Types

Phase No.[a]	Work Description	Trip Type	One-Way Trips per Day	Miles per One-Way Trip	Vehicle Mix[b]
1	Subsurface Exploration	Worker	28	10	LDA, LDT1, LDT2
	Subsurface Exploration	Vendor	8	10	HHDT, MHDT
	Subsurface Exploration[c]	Hauling	13	42 *(296)*	HHDT
2	Existing Project Site Demolition	Worker	22	10	LDA, LDT1, LDT2
	Existing Project Site Demolition	Vendor	8	10	HHDT, MHDT
	Existing Project Site Demolition[d]	Hauling	48	20	HHDT
3	Site Preparation/Rough Grading	Worker	30	10	LDA, LDT1, LDT2
	Site Preparation/Rough Grading	Vendor	10	10	HHDT, MHDT
	Site Preparation/Rough Grading[c]	Hauling	8	42 *(296)*	HHDT
4	Foundations	Worker	68	10	LDA, LDT1, LDT2
	Foundations	Vendor	16	10	HHDT, MHDT
	Foundations[c]	Hauling	25	42 *(296)*	HHDT
5	Trenching/Undergrounds	Worker	46	10	LDA, LDT1, LDT2
	Trenching/Undergrounds	Vendor	2	10	HHDT, MHDT
	Trenching/Undergrounds[c]	Hauling	16	42 *(296)*	HHDT
6	Equipment, Structural Steel and Building Erection, and Piping	Worker	78	10	LDA, LDT1, LDT2
	Equipment, Structural Steel and Building Erection, and Piping	Vendor	22	10	HHDT, MHDT
7	Electrical and Instrumentation	Worker	36	10	LDA, LDT1, LDT2
	Electrical and Instrumentation	Vendor	16	10	HHDT, MHDT
8	Paving	Worker	22	10	LDA, LDT1, LDT2
9	Painting/Insulation	Worker	4	10	LDA, LDT1, LDT2
10	Commissioning/Startup and Testing	Worker	28	10	LDA, LDT1, LDT2
	Commissioning/Startup and Testing	Vendor	12	10	HHDT, MHDT

Table 3-7. Construction Crew Vehicle Types

Phase No.[a]	Work Description	Trip Type	One-Way Trips per Day	Miles per One-Way Trip	Vehicle Mix[b]
12	Decommissioning Demolition	Worker	28	10	LDA, LDT1, LDT2
	Decommissioning Demolition	Vendor	18	10	HHDT, MHDT
	Decommissioning Demolition[d]	Hauling	3	20	HHDT

Notes:

[a] No off-road equipment is expected to be used for Phase 11, Site Restoration, so this phase is not included.

[b] Vehicle mix: LDA=Light Duty Automobile, LDT1=Light Duty Trucks up to 3,750 pounds loaded vehicle weight (LVW), LDT2=Light Duty Trucks 3,750–8,500 pounds LVW, MHDT=Medium Heavy-Duty Trucks (8,500–14,000 pounds), HHDT=Heavy, Heavy-Duty Trucks (>14,000 pounds).

[c] Hauling trip mileages for Subsurface Exploration, Site Preparation/Rough Grading, Foundations, and Trenching phases are average one-way distances from the Project Site to the County line for criteria pollutant emissions, because the trip destinations/directions are not known. The second value (in italics) is the one-way hauling distance from the Project Site to the Arizona state line, which is used to estimate greenhouse gas emissions.

[d] Hauling trip mileages for Demolition phases (Phases 2 and 12) are CalEEMod defaults.

3.6.2 Construction Schedule

The anticipated construction schedule would be dependent on the regulatory review process, including issuance of any ministerial permits by the City. The proposed schedule and construction phases are provided in Table 3-8.

Table 3-8. Proposed Construction Schedule

Phase No.	Phase Work Description	Start Date[a]	Finish Date	Duration (Days)[b]
1	Subsurface Exploration	5/1/2029	7/3/2029	46
2	Existing Project Site/Paving Demolition	6/15/2029	6/29/2029	11
3	Site Preparation/Rough Grading (including setup of Construction Facilities	7/4/2029	7/25/2029	16
4	Foundations	8/1/2029	3/20/2030	166
5	Trenching/Undergrounds	2/1/2030	4/19/2030	56
6	Equipment, Structural Steel and Building Erection, and Piping	10/1/2029	7/22/2030	211
7	Electrical and Instrumentation	6/1/2030	4/5/2031	220
8	Paving	6/1/2031	7/27/2031	40
9	Painting/Insulation	7/1/2031	8/26/2031	41
10	Pre-Commissioning, Commissioning, Startup and Testing (includes in-service date)	5/1/2031	9/30/2031	109
11	Post-Construction/Site Restoration	10/1/2031	10/31/2031	20
12	Decommissioning	10/1/2032	12/30/2032	65

Notes:

[a] The analysis in this PEA assumes a construction start date May 1, 2029, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and greenhouse gas emissions, because equipment and vehicle emission factors for later years would be lower due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

[b] Assumes a schedule of 10 hours per day, 5 days per week.

3.6.3 Work Schedule

The construction schedule is based on a 10-hour-per-day, Monday through Friday, work schedule. During the commissioning of the new plant, a double-shift system may be established. In this case, extended working hours would be in effect; however, no construction-related noise-generating activities would be performed. Due to the small facility footprint, the close proximity of all activities, and the overlapping sequence of tasks, there would be work within all work areas throughout the duration of the construction period.

3.7 Post Construction

3.7.1 Configuration and Testing

Commissioning and startup would require approximately 4 months and the personnel involved would consist of specialized technicians and experienced commissioning personnel. Approximately 20 contractor workers (excluding vendor support) would be involved with commissioning and startup during this phase on the Project Site.

Commissioning Process

The sequence of commissioning shall be established for each system (e.g., lubrication oil system, utility air) to verify the functionality and safety of each system prior to the introduction of process gas. During the commissioning phase, all controls, sequences, and safety checks must be verified operationally. This includes exercising system components and devices to ensure that they operate as intended. Interaction between systems must also be checked.

Startup Process

Ready for Startup (RFSU) certificates would be prepared by the contractor for SoCalGas acceptance to proceed with startup. A meeting would be held to review mechanical completion certificates, RFSU certificates, and commissioning completeness to verify the system is ready for a safe startup. SoCalGas would then sign off on a Pre-Startup Safety Review (PSSR) certificate.

After the PSSR certificate is approved, process gas would be introduced to operate the equipment and components and tune the installation for normal operation. While the system is operating, each component would be tuned to ensure the component response times are acceptable and operation is stable. The contractor would fully integrate the SoCalGas operating personnel into the activities occurring at that time.

Performance and Emissions Testing

Prior to commencing performance testing, the contractor must complete mechanical completion, commissioning, and the PSSR. The contractor would conduct performance testing on each new natural gas compressor unit and each new electric compressor unit. The contractor would also conduct performance testing on the overall facility compression system. Each performance test must be fully automated and witnessed by SoCalGas. During each test, the facility control system must automatically ramp and load the equipment to reach the flow set point conditions specified.

The two natural gas compressors and the natural gas emergency generator would be required to pass emission limits required by the VCAPCD Authority to Construct (ATC).

Emergency Generator Compliance Test

The facility's emergency generator would be required to meet all requirements and details of the VCAPCD ATC. The Compliance Source Test Plan (which would be a stand-alone document but would also be reflected in the Acceptance Test Procedures) must meet the requirements of the VCAPCD ATC.

Engine Emission Acceptance Test

After completion of the fine tuning of the Air Fuel Ratio Controllers (AFRCs), the contractor would measure and record emissions and operating data for at least 30 minutes, at minimum, and two intermediate load points without adjusting the AFRCs. VOCs would be measured using U.S. Environmental Protection Agency (EPA) Method 18 at each load point. The measurements and recordings taken at each of these load points would be assessed in relation to the requirements of all applicable laws, applicable codes and standards, and applicable permits to determine passing or failure of this test.

3.7.2 Demobilization and Site Restoration

Specific personnel would be mobilized and demobilized over the course of the Project lifecycle. In general, when specific craft personnel demobilize, all their tools, temporary facilities (if any), and vehicles would be removed from the Project Site as appropriate. The construction general contractor would implement the following:

- Break down the construction facilities (e.g., construction trailers, gravel, fencing, temporary electrical service, the ramp to/from the adjacent property) and complete restoration of the area to its pre-Project state.
- Remove all vehicles, equipment, and tools from the Project Site.
- Remove all temporary fixtures and infrastructure, including, but not limited to, scaffolding, tarps, cones, barricades, rumble plates, and temporary security infrastructure.

Construction activities would occur in the Development Area, which is fully paved or gravel surfaced. No new landscaping is proposed because the Development Area would be returned to pre-existing conditions (paved or graveled).

3.8 Operations and Maintenance

During normal business hours, up to four personnel, including the station operations manager and station supervisor, would be on site to inspect and maintain equipment at the facility.

The facility would continue to be operated remotely by to SoCalGas Gas Control center which is a 24 hour / 365 day remote monitoring control room. An on-site combined motor control and power distribution center would be constructed to connect the new compressor building controls to the existing communications building, which houses the supervisory control and data acquisition (SCADA) to communicate with Gas Control.

Compressor stations are governed under 49 CFR Part 192 and CPUC requirements. Safety and maintenance activities are described in Section 3.2.1.1, System Safety, and the Project would adhere to the same robust safety standards currently in place. The Project Site is within the 5-minute response zone for VCFD and fire water infrastructure is available on site and within North Olive Street.

Additional inspection programs for the facility are outlined as follows:

- **Compressor Inspections.** Inspections on compressors would be scheduled based on their runtime but would be no less frequent than once every 8,000 operating hours.
- **Emergency Shutdown System (ESD) Tests.** CFR 192.731 requires that each remote-control shutdown device be inspected and tested at intervals not exceeding 15 months, but at least once each calendar year, to determine that it functions properly.
- **Relief Valve Inspections.** CFR 192.731 requires that all pressure-relieving components be tested in accordance with CFR 192.739 (Pressure Limiting and Regulating Stations), which requires testing and inspection at intervals not exceeding 15 months, but at least once each calendar year.
- **SPCC Inspections.** Monthly SPCC inspections would occur that would include visual inspections to observe any spills or leaks within the facility; inspection of aboveground valves, piping, and appurtenances; and monitoring of the buried piping.
- **Vessel Inspections.** Both visual and NDE methods would be used to examine for external and internal corrosion, coating thickness, insulation condition, weld condition, and condition and function of inlet and outlet drain-off nozzles.
- **Waste Gate Valve Controller Inspections.** Semi-annual waste gate valve controller inspections would occur.
- **Detector System Inspection and Maintenance.** Fire and gas detector system testing and maintenance would be implemented.
- **Leakage Detection.** Leakage surveys would be conducted by aerial helicopters and on foot by Remote Methane Leak Detector (RMLD) at least twice per calendar year.
- **U.S. Department of Transportation (DOT) Transmission Pipeline Inspections.** DOT transmission pipelines (i.e., suction and discharge lines) within the facility would be subject to inline inspections at least every 7 years.
- **California Air Resources Board (CARB) - Oil and Gas Regulation.** Quarterly Leak Detection and Repair (LDAR) inspection would occur on all natural gas carrying components within the compressor station facility using EPA Reference Method 21. Pressure-relief valves, emergency shutdown valves, fire and gas detectors, and other controls and devices would be utilized throughout the facility to maintain safe operation of all equipment.

3.9 Decommissioning

Decommissioning activities would include the existing compressor building and compression equipment.

Removal of Existing Equipment

The old compression equipment would be decommissioned approximately 1 year after the new facility is constructed and fully operational. The decommissioning would involve the existing facility being taken out of service so its equipment no longer operates and all facility operating permits being terminated. The specific plan for dismantling and demolition of the old facility would be determined in the future; however, the expectation is that dismantling would involve removal of old compressor equipment, coolers, and ancillary equipment which would be offered for sale as complete units or parts. The remaining structures, exhaust stack, piping, controllers, and valves would be sold as scrap metal. The existing structure and equipment pedestals would be demolished except for the existing concrete slab and foundation.

3.10 Anticipated Permits, Approvals, and Rights-of-Way

Anticipated permits and approvals are discussed in Section 2.3, Environmental Review Process. No new rights-of-way are anticipated to be required.

3.11 Project Best Management Practices

Air Quality

BMP-AIR-1 NO_x and DPM Emissions Minimization during Construction.

- Minimize equipment idling time when not in active use.
- Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.
- Minimize the number of vehicles and equipment operating at the same time.
- Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, when feasible.

In addition to CPUC-AIR-1 and the VCAPCD-recommended actions above, SoCalGas will also require the construction contractor to incorporate the below-noted action:

- Construction equipment that has Tier 4 certified engines shall be used unless that class/ category of equipment does not have a Tier 4 option.

As discussed in Section 5.3.2.2, Air Permits, CARB's Regulation for In-Use Off-Road Diesel Fueled Fleets (13 CCR 2449) was amended recently to accelerate the phasing out of construction off-road equipment that does not meet the EPA Tier 4 standards. The regulation bans the adding of lower-tiered engines after certain dates for a range of equipment sizes. Although small fleets and low use (less than 200 hours per year) equipment will still be allowed to use Tier 3 and Tier 4 interim engines, large and medium fleets of construction equipment will mostly have transitioned to Tier 4 final by 2029 when Project construction commences. This CARB regulation also requires that equipment idling time be minimized.

Biological Resources

BMP-BIO-1 Pre-Construction Nesting Bird Survey and Avoidance

If possible, ground-disturbing activities and vegetation removal (including tree trimming) shall be timed to occur outside the bird nesting season (September 1–January 31).

If ground-disturbing activities or vegetation removal (including tree trimming) are scheduled during the bird nesting season (February 1–August 31), a pre-construction survey for nesting birds shall be conducted within 72 hours prior to initiation of construction activities. The survey shall be conducted by a qualified avian biologist with prior experience conducting nesting bird surveys for construction projects. The Study Area shall include the Project Site and a 100-foot buffer. If no active nests are found, no additional measures are required. If active nests are found, the avian

biologist shall map the location and document the species and nesting stage. The avian biologist shall implement an avoidance buffer area appropriate to the species. The qualified avian biologist may change the avoidance buffer based on field observations of bird behavior and biology to ensure the nest is unaffected by Project activities, avoiding a risk of nest failure. The nest site shall be fenced and/or flagged in all directions, and this area shall not be disturbed until the nest becomes inactive.

Cultural Resources

BMP-CUL-1 Inadvertent Discovery of Archaeological Resources. In the event that archaeological resources (sites, features, or artifacts) or tribal cultural resources (as defined by California Public Resources Code Section 21074) are exposed during ground-disturbing activities, all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study and/or protocols are warranted in accordance with CEQA. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

Hazards, Hazardous Materials, and Public Safety

BMP-HAZ-1 Updated Plans. SoCalGas maintains a Hazardous Materials Business Plan (HMBP) and an Integrated Storm Water/Oil Spill Prevention, Control, and Countermeasure Plan (SPCC) for the Project Site. These plans will be updated to ensure ongoing compliance with all applicable federal, state, and local requirements related to hazardous materials. The HMBP and SPCC would mandate secondary containment and countermeasures to be in place throughout construction so that if any leaks or spills occur, responses will be made immediately. Emergency spill supplies and equipment shall be clearly marked and located adjacent to areas of work and in temporary construction staging areas.

BMP-HAZ-2 Building and Safety Permit. To minimize potential hazards from failure of project components as a result of accidents and natural catastrophes, SoCalGas and the City of Ventura require that all building plans be designed and facilities be constructed in accordance with applicable laws, codes, industry standards, and SoCalGas requirements (specifications and gas standards). As a part of the building permit application process, SoCalGas ensures that engineering and process requirements are properly interpreted and incorporated into front-end engineering and detailed design to adequately address requirements for civil, structural, mechanical, piping, fire protection, electrical, and instrumentation to the satisfaction of the City of Ventura Division of Building and Safety.

Hydrology and Water Quality

BMP-WQ-1 Stormwater Pollution Prevention Program. The Construction General Permit (CGP) requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which describes best management practices (BMPs) the discharger would use to protect stormwater runoff. The Project Proponent will develop and implement a SWPPP in accordance with CGP requirements. Site-specific BMPs are anticipated to be incorporated into the SWPPP.

Noise

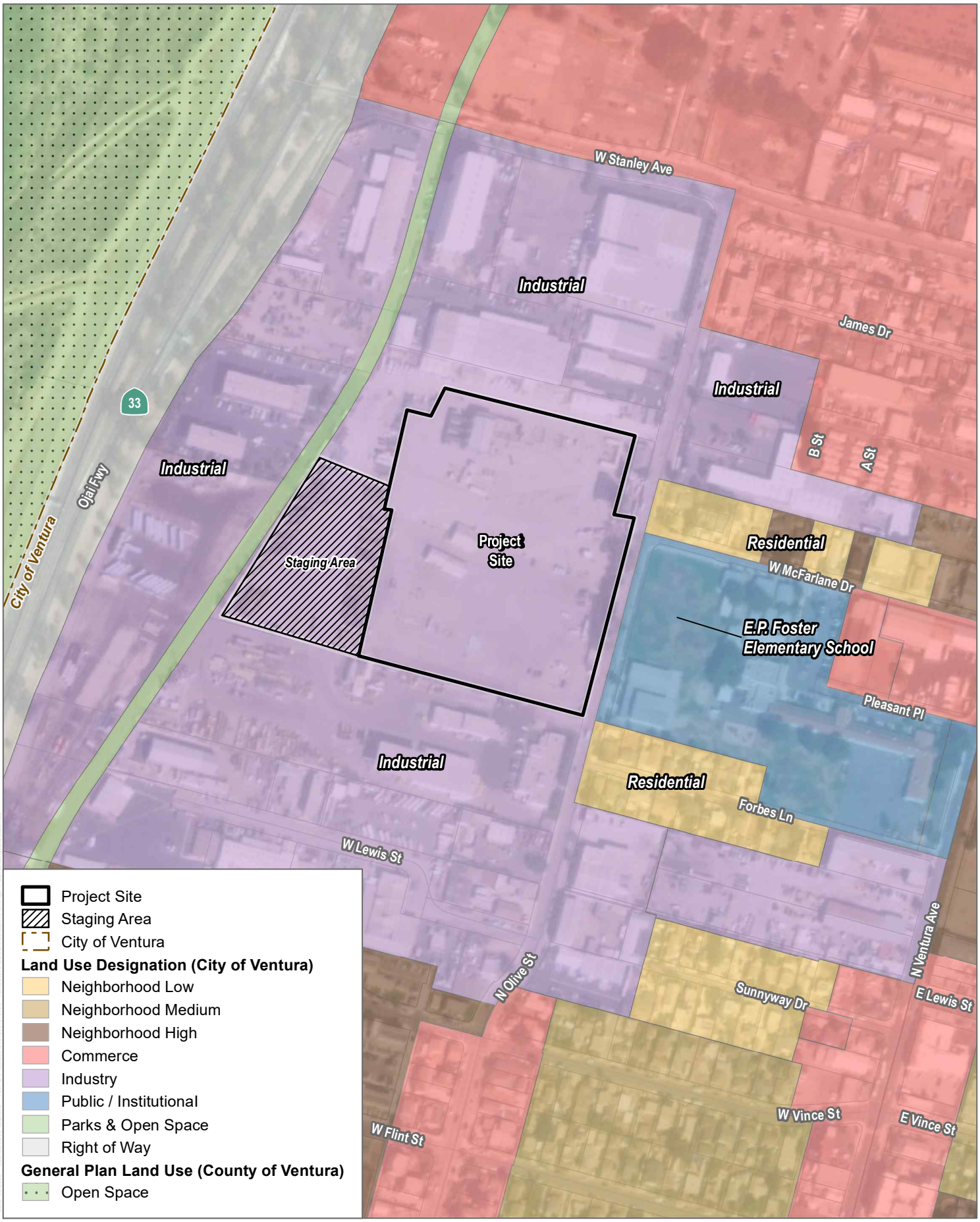
BMP-NOI-1 Compliance with Noise Ordinance. SoCalGas requires that all occurrences of on-site construction must occur within the 7:00 a.m. to 8:00 p.m. exemption period as allowed by City Noise Ordinance Section 10.650.150.D.

Transportation

BMP-TRA-1 Construction Traffic Control Plan. If construction requires partial or full lane closures, traffic delays, or other encroachment of construction activities within the public roadway, SoCalGas shall prepare and implement a construction traffic control plan. The plan shall be submitted to the City for approval prior to commencing construction activities and shall contain the following elements:

- Anticipated days and time of construction
- Signage and traffic control plan (e.g., flaggers)
- Prior notification of property owners/residents whose access will be affected
- Detour routes, if necessary
- Alternate pedestrian/bicycle access, if necessary
- Coordination with local transit agencies
- Coordination with local emergency response providers (local police, fire, and medical dispatch)
- Provisions for night work, if necessary

BMP-TRA-2 Project Access Roads. Upon mobilization, SoCalGas inspection staff and the contractor will take video and photo documentation along the Project access roads to ensure that roads are restored to pre-Project conditions or better. Periodic inspections will be conducted by inspection staff throughout construction. If any damage is discovered to have been made by the contractor, then it will be their responsibility to make the necessary repairs as soon as practical.



SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 150 300 Feet

FIGURE 3-1

Project Site and Surrounding Land Uses

Ventura Compressor Station Modernization Project

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SOURCE: Bing Maps, Burns & McDonnell 2023

DUDEK

0 50 100 Feet

FIGURE 3-2

Conceptual Site Plan (Year 1)

Ventura Compressor Station Modernization Project

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SOURCE: Bing Maps, Burns & McDonnell 2023

DUDEK

0 50 100 Feet

FIGURE 3-3

Conceptual Site Plan (Final)

Ventura Compressor Station Modernization Project

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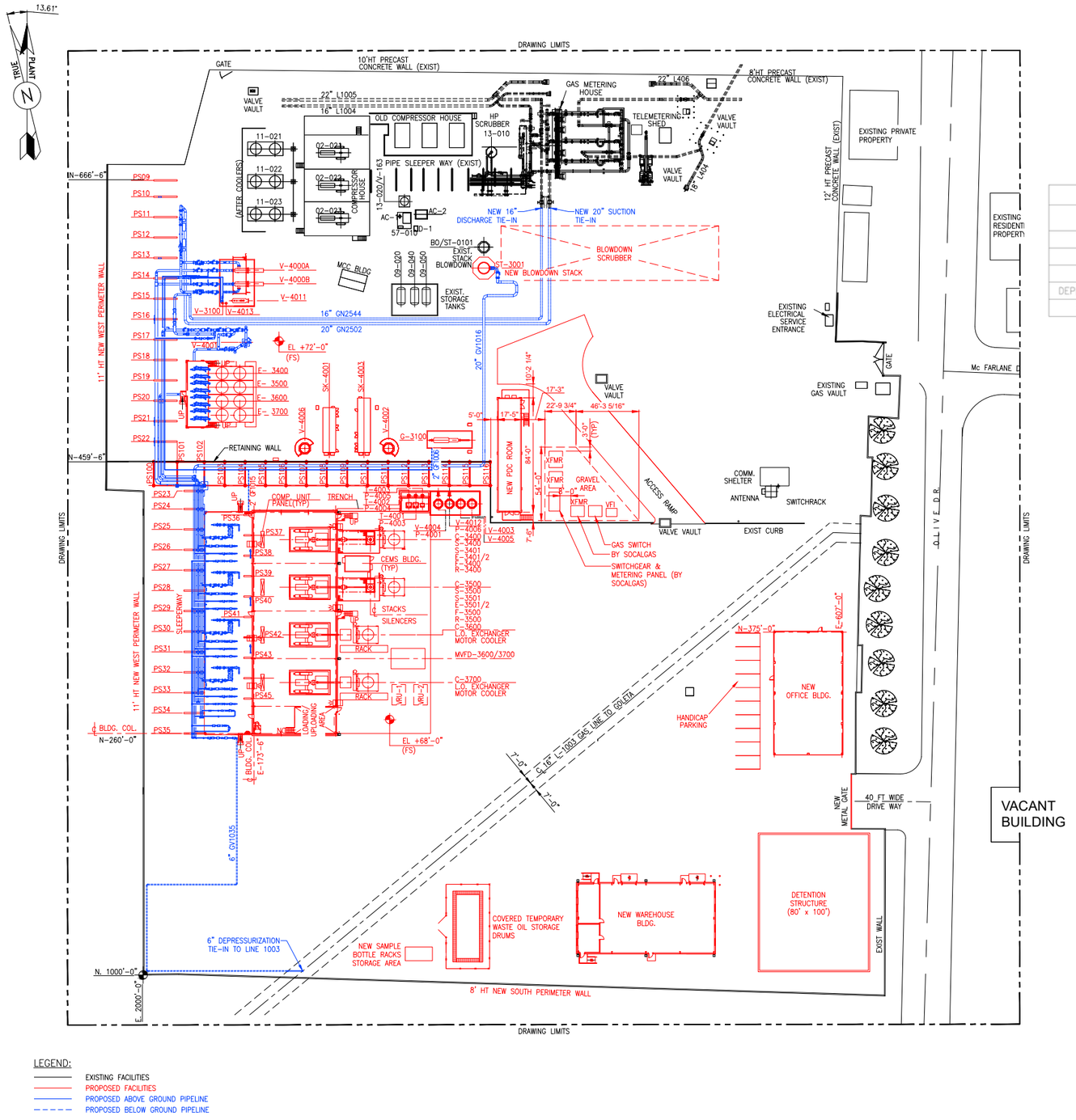

EXCAVATION VOLUMES

LINE TYPE	LINE DESCRIPTION	LINE SIZE	SEGMENT LENGTH	ESTIMATED EXCAVATION VOLUME IN CUBIC FEET
SUCTION LINE	GN2502	20"	400'	20,000 CU. FT.
DISCHARGE LINE	GN2544	16"	400'	20,000 CU. FT.
FUEL GAS LINE	GF1006	2"	16'	200 CU. FT.
DEPRESSURIZATION LINE	GV1035	6"	400'	4,000 CU. FT.
BLOWDOWN LINE	GV1016	20"	200'	2,000 CU. FT.

PRELIMINARY

SOURCE: BURNS & MCDONNELL 2023

DUDEK

0 10' 40' 80' 120'

FIGURE 3-4

Project Components

Ventura Compressor Station Modernization Project

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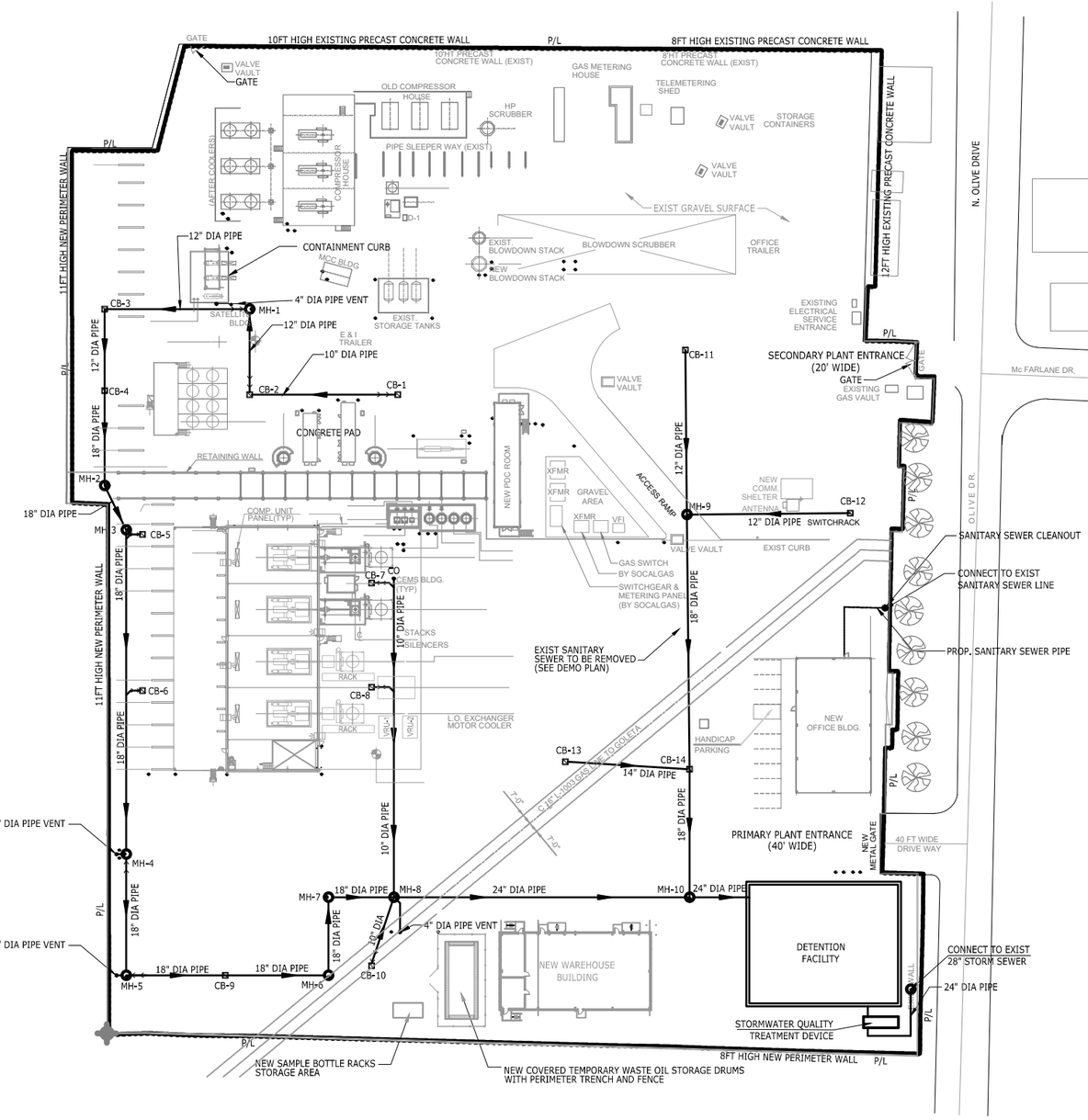

13°36'36"

PLANT NORTH

TRUE NORTH

BILL OF MATERIAL			
ITEM	QUANTITY	UNIT	DESCRIPTION
			STORM SEWER SYSTEM
1	14	EA	PRE-CAST CATCH BASIN TRAFFIC RATED HL-93
	10	EA	PRE-CAST MANHOLE (5' DIA) TRAFFIC RATED HL-93
	288	CY	EXCAVATION FOR CB AND MH
	144	CY	BACKFILL FOR CB AND MH
	48	CY	GRAVEL BEDDING FOR CB, MH LEVELING
	150	LF	4" PIPE VENT
	4	EA	4" - 90° - ELBOW
	4	EA	FLAME ARRESTER
	358	LF	10" DIA PIPE
	16	EA	10" -45° - ELBOW
	2	EA	10"x10" Wye
	425	LF	12" DIA PIPE
	8	EA	12" -45° - ELBOW
	80	LF	14" DIA PIPE
	900	LF	18" DIA PIPE
	244	LF	24" DIA PIPE
	1079	CY	EXCAVATION UG PIPE TRENCHING
	120	CY	PIPE BEDDING
	777	CY	BACKFILL
	1	EA	TIE-IN CONNECTION
			DETENTION BASIN
2	1778	CY	EARTHWORK EXCAVATION
	300	CY	CONCRETE 12" THK BOTOM OF BASIN
	5	CY	RIP RAP APRON AT INLET
			STORMWATER QUALITY TREATMENT
3	1	EA	MANUFACTURED TREATMENT DEVICE
	50	CY	EARTHWORK EXCAVATION

NOTE: ALL QUANTITIES ARE NET AND FOR INFORMATION ONLY, EPC CONTRACTOR RESPONSIBLE FOR THEIR OWN QUANTITIES.

LEGEND:

	PIPE SEAL
	FLOW DIRECTION
CB	CATCH BASIN
CO	CLEANOUT
MH	MANHOLE
P/L	PROPERTY LINE
• • •	BOLLARDS
	RETAINING WALL

PRELIMINARY

SOURCE: BURNS & MCDONNELL 2023

FIGURE 3-5

Underground Drainage Plan

Ventura Compressor Station Modernization Project

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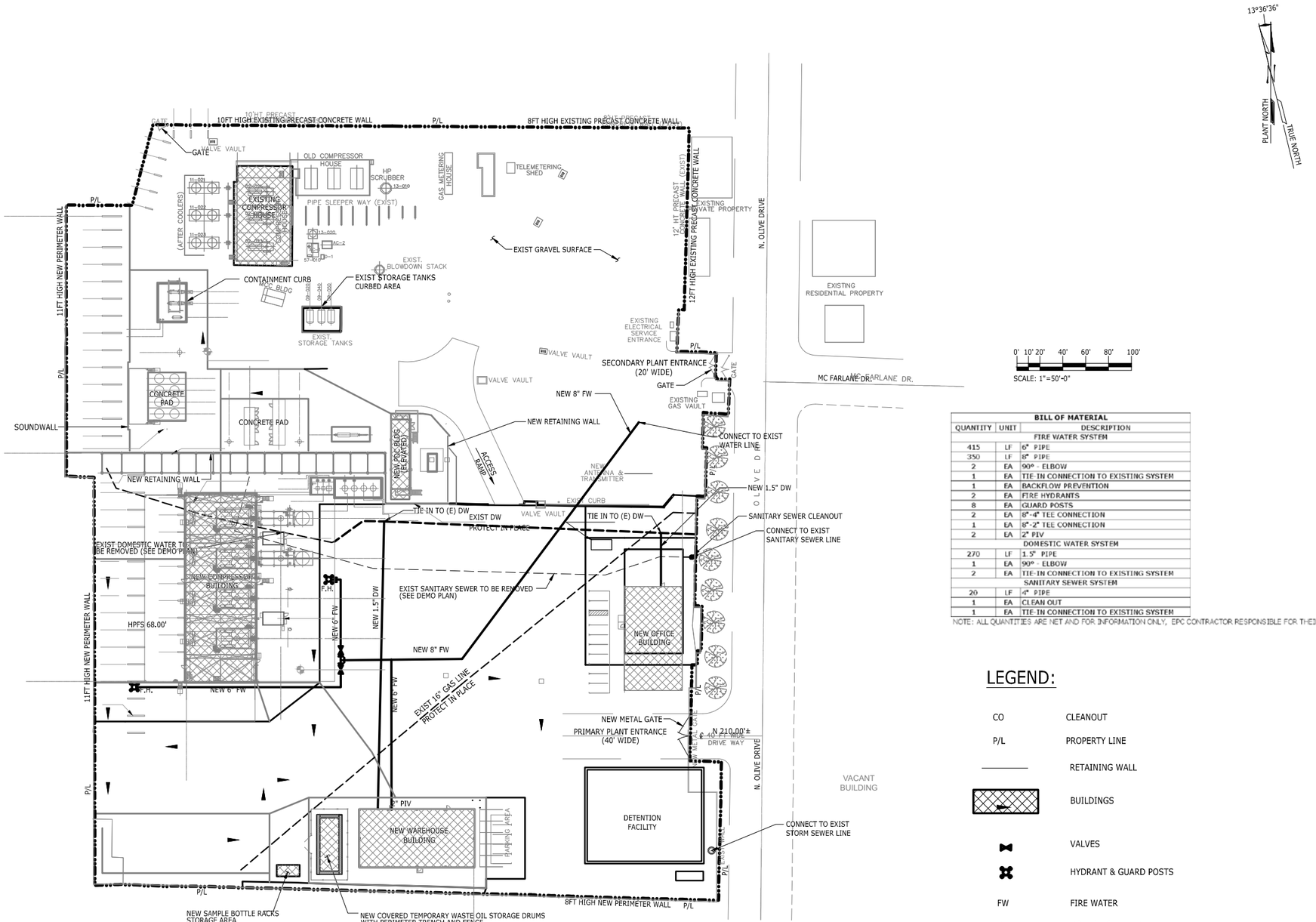

BILL OF MATERIAL

QUANTITY	UNIT	DESCRIPTION
		FIRE WATER SYSTEM
415	LF	6" PIPE
350	LF	8" PIPE
2	EA	90° - ELBOW
1	EA	TIE-IN CONNECTION TO EXISTING SYSTEM
1	EA	BACKFLOW PREVENTION
2	EA	FIRE HYDRANTS
8	EA	GUARD POSTS
2	EA	8"-4" TEE CONNECTION
1	EA	8"-2" TEE CONNECTION
2	EA	2" PIV
		DOMESTIC WATER SYSTEM
270	LF	1.5" PIPE
1	EA	90° - ELBOW
2	EA	TIE-IN CONNECTION TO EXISTING SYSTEM
		SANITARY SEWER SYSTEM
20	LF	4" PIPE
1	EA	CLEAN OUT
1	EA	TIE-IN CONNECTION TO EXISTING SYSTEM

NOTE: ALL QUANTITIES ARE NET AND FOR INFORMATION ONLY, EPC CONTRACTOR RESPONSIBLE FOR THEIR OWN QUANTITIES.

LEGEND:

CO	CLEANOUT
P/L	PROPERTY LINE
	RETAINING WALL
	BUILDINGS
	VALVES
	HYDRANT & GUARD POSTS
FW	FIRE WATER
DW	DOMESTIC WATER
SS	SANITARY SEWER

PRELIMINARY

SOURCE: FLUOR 2023

FIGURE 3-6

Underground Utilities Plan

Ventura Compressor Station Modernization Project

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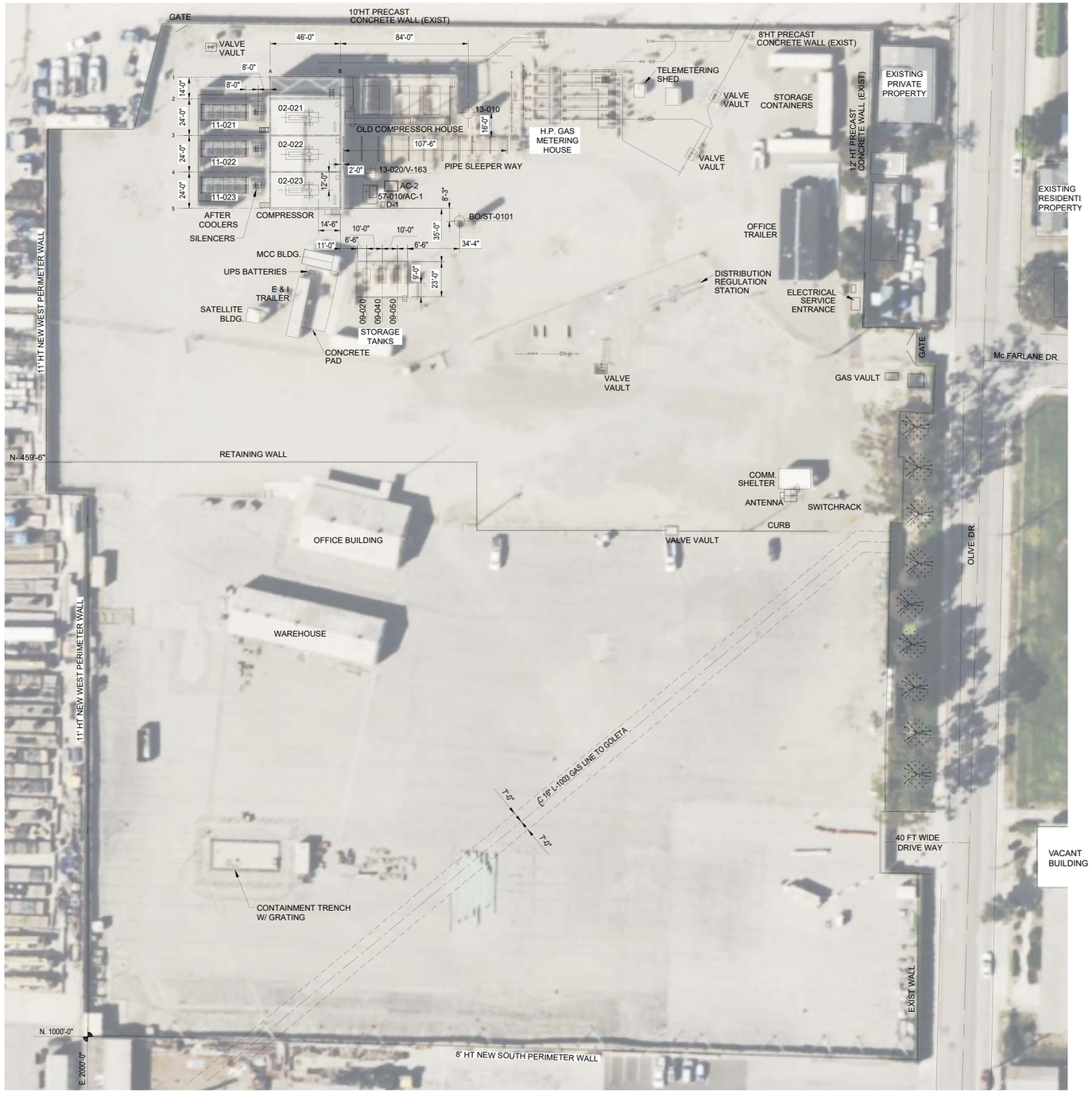

E:UIPMENT LI:T – EXI:TING

PA:KAGE E:UIPMENT	
E:UIPMENT NAME	E:UIPMENT DE:.RIPTI`N
0_-021	HP C`MPRE:.`R
02- 22	HP C`MPRE:.`R
02-023	HP C`MPRE:.`R
57-010/A:.-1	AIR COMPRES:`R
AC-2	BACK-UP AIR .`MPRE:.`R
D-1	DRYER
EXCHANGER:	
E:UIPMENT NAME	E:UIPMENT DE:.RIPTI`N
11-021	AFTER C`LER
11- _1A	AS `LER
11-021B	A:KET WATER .O`LER
11-021:	AUXILIARY WATER .`LER
11-02_	AFTER C`LER
11- __A	A: `LER
11-022B	A:KET WATER .O`LER
11-022:	AUXILIARY WATER .`LER
11-023	AFTER C`LER
11- 23A	A: C`LER
11-023B	A:KET WATER .`LER
11-023:	AUXILIARY WATER C`LER
VES: EL:	
E:UIPMENT NAME	E:UIPMENT DE:.RIPTI`N
13-010	HP .:CRUBBER
09-020	DIRTY WATER .T`RA-E TANK
09-040	C``LANT RECYCLE .T`RA-E TANK
09-050	LUBE `IL .T`RAGE TANK
13-020/V-163	AIR RE:EIVER
PUMP:	
E:UIPMENT NAME	E:UIPMENT DE:.RIPTI`N
2- 21B	C`MPRE:.`R PRE/P`:T LUBE PUMP
02-021C	WA:TE LUBE `IL PUMP
02-021D	WA:TE C``LANT PUMP
MI: C	
E:UIPMENT NAME	E:UIPMENT DE:.RIPTI`N
B`/_T-01`1	BL`WD`WN :TA:K

PRELIMINARY

SOURCE: BURNS & MCDONNELL 2023

10' 40' 0' 120'
S:ALE: 1"=40'-0"

DUDEK

FIGURE 3-7

Existing Ventura Compressor Station

Ventura Compressor Station Modernization Project

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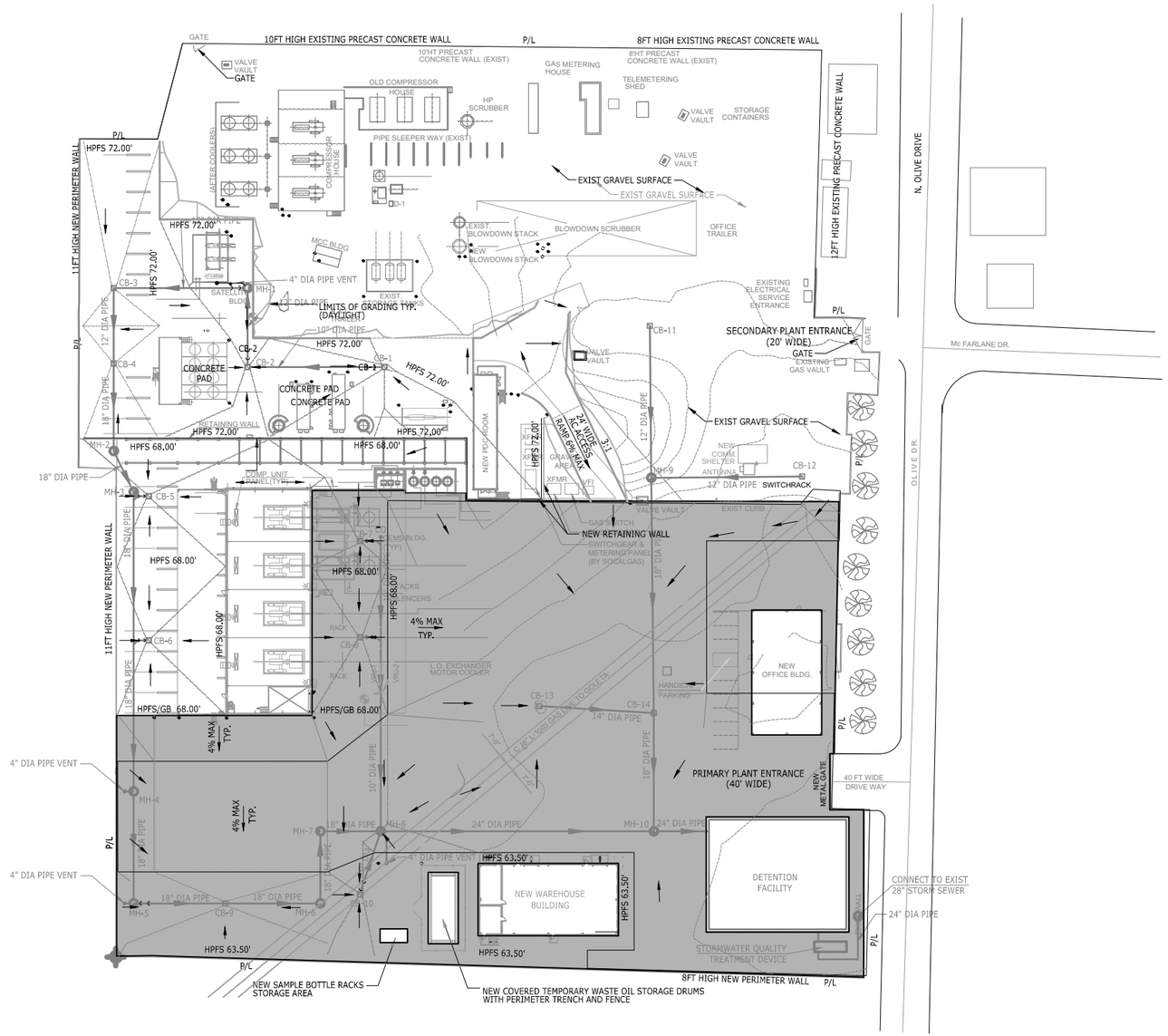

LEGEND:

ASPHALT PAVING

0' 10' 20' 40' 60' 80' 100'

SCALE: 1"=50'-0"

PRELIMINARY

SOURCE: BURNS & MCDONNELL 2023

FIGURE 3-8

Grading and Paving Plan

Ventura Compressor Station Modernization Project

DUDEK

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4 Description of Alternatives

SoCalGas considered a reasonable range of alternatives when preparing this Proponent's Environmental Assessment (PEA). The methodology for screening alternatives is provided below.

Alternatives Screening Methodology

The screening of alternatives to the proposed Ventura Compressor Station Modernization Project (Project) was completed in the following manner:

- Compiling alternatives proposed from SoCalGas's various public outreach events from 2019 through 2022
- Determining if proposed alternative sites meet the essential site criteria
- Assessing alternatives required to be evaluated by the California Public Utilities Commission's (CPUC's) General Order 177 and CPUC's November 2019 Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC 2019)
- Input from CPUC Energy Division, CEQA staff at the pre-filing meeting on February 23, 2023
- Determining if the proposed alternatives meet the basic objectives of the Project and are feasible to carry forward for analysis

Purpose of the Project

Please refer to Section 2.1.1.2, Purpose of the Project, in PEA Section 2, Introduction, for more detailed information. The Project would serve four purposes related to the core functions the Ventura Compressor Station currently provides:

- Improve reliability and increase resiliency of the Ventura Compressor Station infrastructure.
- Maintain and improve reliability of natural gas service in the North Coastal System for residential, business, industrial, electric generation, and agricultural customers by providing sufficient compression capability.
- Maintain and improve SoCalGas system-wide reliability and promote affordability by supporting adequate gas deliveries to the La Goleta Storage Field.
- Reduce emissions by modernizing the compressor station infrastructure.

Basic Objectives of the Project

The objectives of the Project are to:

- Meet system operational requirements by providing sufficient gas supply to the North Coastal System at adequate pressures year-round to reliably serve demand in the North Coastal System and inject into the La Goleta Storage Field.
- Promote system reliability and affordability by restoring the capability of replenishing the entire La Goleta Storage Field inventory during the summer operating season.
- Modernize the Ventura Compressor Station's aging infrastructure, which was designed and installed in the 1980s to meet operating requirements at that time, in support of year-round system reliability.
- Provide resiliency through diversifying energy supply and improving station reliability.

- Reduce permitted nitrogen oxides (NO_x) emissions at the facility by installing new compressors equipped with state-of-the art emissions control technology.
- Achieve Project functionality as soon as possible to support needed reliability.
- Maintain continuity of operations of the compressor station until the Project goes into service.
- Safeguard ratepayer funds by evaluating Project costs in a prudent manner and in accordance with CPUC direction.

Essential Site Criteria

Essential site criteria are those criteria that must be met to construct and operate a compressor station. They include the following:

1. Property acreage is at least 8 acres but ideally 10 acres or larger, especially for sites with slopes greater than an average of 15% to account for graded cut/fill slopes. The site must also be held by private property owners or SoCalGas (not a local, state, or federal agency).
2. The site is compatible with Federal Aviation Administration (FAA) requirements for land use.

   The FAA sets forth guidance for development near airports and land use compatibility. This guidance is typically implemented at the regional level by Airport Land Use Commissions (ALUC).[1] Certain types of land uses are limited or prohibited near airports for safety reasons, such as industrial-scale land uses and utility-scale solar arrays, due to glare. The compressor station location must comply with FAA requirements.
3. The site is not within a Federal Emergency Management Agency (FEMA) mapped floodway.

   FEMA regulatory floodways are defined as "the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height" (FEMA 2020). Development within a floodway is typically restricted and as such, placing a compressor station in a regulatory floodway would be inconsistent with FEMA flood requirements.

4.1 Alternatives Considered

As required by General Order 177, SoCalGas has identified five non-pipeline alternatives (NPAs) and seven pipeline alternatives, including the No Project Alternative, to be further evaluated. A brief description of each alternative considered is provided in Table 4-1.

Table 4-1. Ventura Compressor Modernization Project Potential Alternatives

Alternative	Description
Non-Pipeline Alternatives	
Electrification	The Electrification Non-Pipeline Alternative (NPA) would reduce gas demand on the North Coastal System by 60 million cubic feet per day (MMcfd), requiring two mechanisms: (1) conversion of customers from gas to electric end uses and (2) installation of additional electric generation sources and infrastructure.

[1] The California Public Utilities Code, Sections 21670 et seq., requires the County Board of Supervisors to establish an ALUC in each county with an airport operated for the benefit of the public. The Code also sets forth the range of responsibilities, duties, and powers of the ALUC. In Ventura County, the Board of Supervisors has designated the Ventura County Transportation Commission to act as the ALUC for the County (VCALUC 2000).

Table 4-1. Ventura Compressor Modernization Project Potential Alternatives

Alternative	Description
Energy Efficiency	The Energy Efficiency NPA would require (1) legislative changes to require energy efficiency beyond that already required by Title 20; (2) demand response, such as Flex Alerts; (3) retrofit or replacement of core customer natural gas appliances with more efficient options; and 4) energy-efficiency incentives for gas equipment.
Renewable Natural Gas Supply	The Renewable Natural Gas (RNG) Supply NPA would require receiving 60 MMcfd of RNG from sources within the North Coastal System to meet daily demand and offset the loss of local natural gas production and eliminate the need for the Project.
Market Mechanisms	Potential options of market mechanisms that could affect market conditions include Modification to Storage Inventory Allocation, Modification to Operational Flow Order Structure, and Modification to the Curtailment Structure.
Liquefied Natural Gas Deliveries (Virtual Pipeline)	The Liquefied Natural Gas (LNG) Deliveries NPA would require procuring 60 MMcfd of LNG from existing sources and trucking from those locations to a SoCalGas receipt point in the North Coastal System.
Pipeline Alternatives	
Avocado Site	Approximately 15-acre agricultural site designated for open space uses and zoned for agriculture located approximately 3,000 feet west of the existing compressor station within the County of Ventura.
Devil's Canyon Road	Approximately 12.88-acre oil extraction site designated for open space uses and zoned for agriculture, located approximately 6,000 feet to the north of the existing compressor station on the west side of State Route 33 within the County of Ventura.
Ventura Steel	Approximately 10-acre industrial site with oil extraction infrastructure designated and zoned for industrial uses located approximately 8,000 feet north of the existing compressor station within the County of Ventura.
Supplemental Electric-Driven Compression Only	Retain the three existing natural gas compressors and install new electric compressors at the site.
All Electric Compression	Install an all-electric equipment configuration consisting of four new electric compressors at the current site or other alternative sites.
3/1 Hybrid	Install a hybrid equipment configuration consisting of three electric compressors and one natural gas compressor at the current site or other alternative sites.
No Project	Current site – Maintain existing site configuration and operational profile.

4.2 Alternatives Eliminated from Further Consideration

Alternatives may be eliminated from detailed consideration if they fail to meet most of the project objectives, are infeasible, or do not avoid or substantially reduce any significant environmental effects (14 CCR 15126.6[c]). Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, also do not need to be considered (14 CCR 15126[f][2]). This section details the alternatives that were eliminated from further consideration in this PEA because they do not meet the Project Objectives, are speculative in nature, or are considered infeasible.

4.2.1 Electrification Non-Pipeline Alternative

SoCalGas supports decarbonization alternatives that can help to optimize California's overall energy system and support California in reaching its long-term climate goals while continuing to provide safe, reliable, resilient, and affordable energy service. To that end, a high-level evaluation of the feasibility of an electrification-based approach to supporting North Coastal System demand and system reliability was analyzed to see if it would reduce overall gas demand and eliminate the need for the Project.

The Electrification NPA would have to result in a reduction of gas demand of the North Coastal System by 60 million cubic feet per day (MMcfd), which is the average daily gas demand for 100% of core and non-core customers during the summer operating season (214 days, from April through October) used in the design of the Ventura Compressor Station, in order to free sufficient capacity at the existing station to fill the La Goleta Storage Field. Electrification of this region is assumed to require two mechanisms: (1) to reduce demand (conversion of customers from gas to electric end uses) and (2) to correspondingly increase electric supply through installation of additional electric generation sources and infrastructure in the region (e.g., new or upgraded transmission lines, solar and wind energy facilities, energy storage facilities) to provide the additional electricity to power customers.[2] It is estimated that, to meet the necessary demand reduction targets, the entirety of the North Coastal System would need all summer-season gas end-use to be converted to electric, including in all of Santa Barbara and San Luis Obispo Counties. This would entail addressing the summer gas load of the approximately 238,000 customer meters currently receiving gas service in this region.

Rationale for Dismissing Alternative

The Electrification NPA would meet some of the stated project objectives; however, the Electrification NPA would not eliminate the need for the existing Ventura Compressor Station equipment in order to supply the La Goleta Storage Field, serve customer demand on the North Coastal System, and support SoCalGas's entire system. The Ventura Compressor Station would continue to be needed to provide the essential services of maintaining gas supplies to SoCalGas customers directly as well as supporting gas storage for future use. Moreover, not modernizing the Ventura Compressor Station as contemplated would not result in reducing emissions—another key Project Objective.

While electrification options may exist for some of the residential and small commercial applications served by natural gas in this region, electrifying all end uses at this time is infeasible. For example, some residential appliances, such as tankless water heaters, pool and spa heaters, and outdoor gas appliances, as well as some commercial end uses, such as commercial kitchens and laundry facilities, may not currently have electric options that are economical or, in some cases, technically viable. In addition to the challenges associated with the availability of electrification options, as well as the expected costs to electrify the customer base in the North Coastal System, executing a large-scale and concentrated electrification effort as would be required for this alternative could not occur in short order, and certainly could not occur by the expected Project completion date. SoCalGas expects there to be substantial resources and time required for such an undertaking. Although partial electrification may be possible for some customers and/or appliances, partial electrification is not enough to fully replace the need for the Project. SoCalGas has an obligation to provide safe and reliable service, and does not believe it can

[2] Electricity is currently provided by Southern California Edison (SCE) to Ventura and Santa Barbara Counties and by Pacific Gas and Electric Company (PG&E) in San Luis Obispo County. Central Coast Community Energy is a community choice aggregator on the Central Coast that in certain areas assumes responsibility for electric power procurement; however, SCE and PG&E continue to deliver power, provide customer billing, receive payments, perform power line maintenance, and resolve outages (Central Coast Community Energy 2023; https://3cenergy.org/).

jeopardize reliable service to its customers for the extended period of time to achieve necessary electrification for this alternative. Therefore, SoCalGas does not believe electrification to be a feasible alternative to the Project.

Furthermore, customer acceptance of electrification is also likely to be a limiting factor in assessing the viability of electrification. SoCalGas has an obligation to serve its core customers. It is unknown to what degree SoCalGas's customers will accept offers to electrify, how long it would take to obtain this customer agreement, and what level of incentives would need to be made available to customers to support their acceptance.

Consequently, SoCalGas dismisses the Electrification NPA due to the viability and cost effectiveness of the undertaking. Aside from the unknowns and challenges associated with executing an electrification effort at the needed scale, the expected low-end costs of electrifying solely the residential customers are estimated to be an order of magnitude greater than the Project costs.[3] Furthermore, the time frame in which electrification of the North Coastal System could conceivably occur to reduce demand such that the compressor station is no longer necessary is likely decades away, which only further extends the time frame for which the existing equipment must continue to operate. SoCalGas does not intend to further pursue the Electrification NPA but continues to support decarbonization efforts of the gas distribution system in the Long-Term Gas System Planning Order Instituting Rulemaking (R.20-01-007; CPUC 2023).

For the reasons described above, the Electrification NPA was dismissed from further analysis.

4.2.2 Energy Efficiency Non-Pipeline Alternative

SoCalGas intends to utilize energy efficiency (EE) as a critical tool to lead the transition to a resilient and affordable decarbonized energy system. This alternative is assumed to require four mechanisms: (1) legislative changes to require energy efficiency beyond that already required by Title 20;[4] (2) demand response, such as Flex Alerts; (3) retrofit or replacement of core customer natural gas appliances with more efficient options; and (4) energy-efficiency incentives for gas-burning equipment.[5]

SoCalGas_expects future customer participation in energy efficiency programs to remain similar to the historical average, absent a substantial change in customer behavior or energy efficiency programs. Further incentivizing customer energy efficiency may further reduce demand; however, these programs would not be able to entirely eliminate customer demand, as would be required to eliminate the need for the Project, as discussed in the Electrification NPA.

Rationale for Dismissing Alternative

The Energy Efficiency NPA would not meet the Project Objectives and would not solve the reliability concerns that drive the need for the Project. While the Energy Efficiency NPA is assumed to reduce gas demand over the next 30 years (depending on forecasts), in the interim, customers in the North Coastal System would continue to use natural gas appliances for essential household tasks such as cooking and heating. The compressor

[3] SoCalGas calculates the minimum cost of electrifying the residential customers to be approximately $6 billion.

[4] The California Energy Commission first developed the Appliance Energy Efficiency Standards (20 CCR 1601–1609) in 1977. They apply to appliances sold or offered for sale in California to reduce the inefficient consumption of energy and water by prescribing efficiency standards and other cost-effective measures for appliances whose use requires a significant amount of energy or water statewide (CEC 2023).

[5] D.23-04-035 determined the energy efficiency measures for gas-burning equipment that were eligible for incentives and the circumstances under which ratepayer-funded gas energy efficiency incentives are authorized.

station provides an essential service to maintain gas supplies to SoCalGas customers directly as well as supporting system reliability by allowing gas storage for future use. The Energy Efficiency NPA would not eliminate the need for the existing Ventura Compressor Station equipment, nor the need for it to be modernized, in order to supply the La Goleta Storage Field, serve customer demand on the North Coastal System, and support SoCalGas's entire system.

Incentives may enable the replacement of some of the residential and small commercial applications served by natural gas in this region subject to recent CPUC decisions and future energy efficiency programs.[6] However, cost and customer choice may affect the expediency with which energy efficiency measures can be implemented. SoCalGas already uses digital communication to encourage customers to minimize gas use when demand is high. Further conversion of appliances would be needed to drive energy efficiency options. SoCalGas does not intend to further pursue this NPA but continues to see energy efficiency programs playing a critical role in its ASPIRE 2045 net zero plan.

The average annual usage for energy efficiency eligible customers (core residential, core commercial and industrial, and non-core commercial and industrial) a the 5-year period is 18,396,462 thousand cubic feet (Mcf). The average sum of energy-efficiency savings over the same 5-year period is 43,411 Mcf (or 0.2% of the needed reduction), which represents a gap of 18,353,051 Mcf that cannot be offset by energy-efficiency measures alone. Even if the annual average energy efficiency could be increased tenfold through increased participation in the currently available energy-efficiency incentives, the impact would not significantly offset the projected natural gas demand.

For the reasons described above, the Energy Efficiency NPA was dismissed from further analysis.

4.2.3 Renewable Natural Gas Supply Non-Pipeline Alternative

Renewable natural gas (RNG) is a carbon-neutral gaseous fuel that is interchangeable with traditional natural gas. RNG can play an important role in reducing the impact of greenhouse gas emissions from the natural gas system. RNG typically comes from biogas sources such as landfills, wastewater treatment facilities, manure, and food and green waste. This raw biogas contains byproducts or compounds that need to be removed so they will not negatively impact end-use equipment or the environment. Removing these compounds, also called "upgrading," ensures that the RNG can meet pipeline standards, as defined in SoCalGas's Tariff Rule No. 30, Section I, and Tariff Rule No. 45, Section K. Once RNG is upgraded, it can be delivered into SoCalGas's pipelines.

SoCalGas believes that RNG will play a fundamental role in California's clean energy future, alongside other renewable resources and clean fuels. Developing RNG resources from our state's abundant organic waste streams provides an important solution in support of California's ambitious climate change goals and helps to improve organic waste management, while also creating additional renewable fuel and jobs for our communities, and potentially billions of dollars in economic benefits (CRNG 2022).

The RNG Supply NPA would require receiving 60 MMcfd of RNG from sources within the North Coastal System to meet daily demand and offset the loss of local natural gas production and eliminate the need for the Project. Agricultural production is prevalent in northern Santa Barbara County and San Luis Obispo County, which could present opportunities to interconnect biomethane digesters at farms. Wastewater treatment facilities and landfills

[6] D.23-04-035 determined the circumstances under which ratepayer-funded gas energy efficiency incentives for new construction and retrofits would no longer be authorized after 2024 with a viable electric alternative. Energy efficiency for measures that do not burn gas (insulation, sealing, smart thermostats, faucet aerators, and building envelope measures such as windows and doors) would continue to be incentivized.

(Tajiguas, Cold Canyon, Chicago Grade, and Paso Robles) could also present opportunities to interconnect RNG sources (County of San Luis Obispo 2023).

Rationale for Dismissing Alternative

The RNG Supply NPA would meet some of the stated project objectives. However, the RNG NPA would not solve the reliability concerns that drive SoCalGas to modernize the existing Ventura Compressor Station equipment in a timely manner. The existing equipment is nearing 40 years old and currently is operating safely. The compressor station provides an essential service to maintain gas supplies to SoCalGas customers directly as well as supporting gas storage for future use.

The RNG Supply NPA was dismissed due to inadequate projects capable of delivering sufficient supply in the target area. A review of available information did not yield an indication of planned RNG delivery points in the targeted area aside from the Tajiguas Landfill Project, which is estimated to satisfy only up to 2% of the needed supplies.

The RNG Supply NPA presents some opportunities to help offset the loss of local supply into the North Coastal System. However, at this time, the processing facilities and quantity of RNG produced would not be sufficient to offset the total loss of local production to meet customer demand. SoCalGas is continuing to incorporate RNG into its pipeline system and within 10 to 20 years, RNG supplies in the region could become a viable alternative to offset a portion of gas imported into the North Coastal System through the Ventura Compressor Station. It is unlikely, however, that it will be feasible for local RNG supplies to scale to the point that the RNG Supply NPA would be a viable alternative to the Project. Accordingly, and considering the more immediate need to modernize the facility and maintain reliability to the North Coastal System, the RNG Supply NPA was dismissed.

4.2.4 Market Mechanisms Non-Pipeline Alternative

SoCalGas's system operation allows for customer flexibility in delivering gas into Central and Southern California. Rules are set in place with CPUC authorization, such as Operational Flow Orders (OFOs) and balancing services, to allow for the SoCalGas Gas System Operator to maintain the integrity of the gas system while still providing customers with flexibility to deliver their gas. In relation to a Market Mechanism NPA, SoCalGas reviewed its current authorized rules and rate schedules to attempt to identify changes that could alleviate the need for the Project.

There are several potential options of market mechanisms that could conceivably affect market conditions enough to alleviate the need for the Project. These include Modification to Storage Inventory Allocation, Modification to OFO Structure, and Modification to the Curtailment Structure. Each is discussed further below.

Modification to Storage Inventory Allocations

The Ventura Compressor Station is necessary to fill the La Goleta Storage Field, and if SoCalGas were to fully use the entire La Goleta Storage Field inventory capacity during a winter operating season, it is expected that the field could not be refilled in the summer operating season to sufficient levels needed to support winter demand due to the limited capacity of the Ventura Compressor Station. In an attempt to mitigate this reliability concern, SoCalGas attempts to manage its system to maintain 7.5 billion cubic feet (Bcf) at La Goleta Storage Field through the end of March. If SoCalGas were to permanently enact 7.5 Bcf as the threshold minimum inventory at the field, it would effectively limit working inventory capacity to 14 Bcf. SoCalGas would then need to reduce the storage inventory allocated to the core customer and/or the customer balancing service. Natural gas storage is critical to energy

reliability in Central and Southern California and promotes affordability. Reducing working inventory at La Goleta Storage Field would not be prudent for reliability and/or affordability.

Modification to the Operational Flow Orders Structure

Currently, OFOs are implemented on a system level, meaning that when daily customer imbalances reach thresholds where tighter balancing requirements are needed, all customers across the system are held to the same standard. Implementation of a North Coastal System OFO to require tighter daily balancing requirements for this area of the system would not achieve the goal of being able to fill a depleted La Goleta Storage Field in a summer injection season. However, the Ventura Compressor Station can only physically transport a discrete amount of gas through the station, so tightening balancing requirements for customers in this area of the system would not yield the desired results. Further, there is not enough available supply in the North Coastal Zone to meet customer demand. Thus, requiring the North Coastal System to deliver gas to the zone from existing suppliers is not feasible.

Implementation of Regular Curtailments during Maintenance Outages to Maintain Service to Higher-Priority Customers

Regular application of the existing curtailment protocols as authorized under SoCalGas Rule 23 would maintain system reliability for the higher-priority SoCalGas customers located in Santa Barbara and San Luis Obispo Counties. Higher-priority core customers include residential and small commercial end users. Lower-priority non-core customers would include dispatchable electric generation, enhanced oil recovery, and large commercial and industrial end users. Implementing priority-based curtailment protocols would necessarily degrade service for the lower-priority customers who would be subject to curtailment when injections are required and the existing compressors are not available due to extended maintenance outages.

Rationale for Dismissing Alternative

The Market Mechanisms NPA would not solve the reliability needs that drive SoCalGas to modernize the existing Ventura Compressor Station equipment in a timely manner. The compressor station provides an essential service to maintain gas supplies to SoCalGas customers directly, as well as supporting gas storage for future use (winter season or peak day demands). There is no feasible means of meeting the NPA supply requirements by market mechanisms and as a result this NPA was dismissed.

4.2.5 All-Electric Compression Alternative

The All-Electric Compression Alternative would result in the installation of four new electric compressors. Electricity would be provided by the Southern California Edison (SCE) electric grid and would require a new on-site substation and potentially one new circuit, with an additional circuit for redundancy, which would require an additional acre of space beyond the 8 acres required by the Project.

Some on-site electric generation could be provided from rooftop-mounted solar panels and electric storage could be provided by an on-site battery energy storage system (BESS) that would be sufficient to support the office/administrative electric load. No natural gas compressors would remain or be installed. A new compressor building would be constructed to house the equipment. As with the Project, a new office building and a new warehouse would be constructed and any structures currently on site would be removed.

Rationale for Dismissing Alternative

The All-Electric Compression Alternative would meet the following stated objectives:

- Reduce permitted NO_x emissions at the facility by installing new compressors equipped with state-of-the art emissions control technology.
- Achieve Project functionality as soon as possible to support needed reliability.
- Maintain continuity of operations of the compressor station until the Project goes into service.
- Safeguard ratepayer funds by evaluating Project costs in a prudent manner and in accordance with CPUC direction.

However, this alternative would not meet, or would only partially meet, the following stated objectives:

- Meet system operational requirements by providing sufficient gas supply to the North Coastal System at adequate pressures year-round to reliably serve demand in the North Coastal System and inject into the La Goleta Storage Field.
- Promote system reliability and affordability by restoring the capability of replenishing the entire La Goleta Storage Field inventory during the summer operating season.
- Modernize the Ventura Compressor Station's aging infrastructure, which was designed and installed in the 1980s to meet operating requirements at that time, in support of year-round system reliability.
- Provide resiliency through diversifying energy supply and improving station reliability.

New electric compressors would meet safety regulations and would be capable of meeting operating requirements when not impacted by a loss of electric power. This alternative would be able to be executed in a timely manner and would reduce NO_x emissions. The All-Electric Compression Alternative would be consistent with the land use designation and zoning of the Project Site. New or reconductored off-site electric lines would be required.

However, the All-Electric Compression Alternative would not meet the stated purpose and need of the Project. SoCalGas has a statutory obligation to provide natural gas service to customers on the Central Coast and within its entire service area. The reliability of the Ventura Compressor Station is critical to fulfilling that obligation. If SoCalGas lost electric power with the All-Electric Compressor Alternative, this could impact customers due to the inability to move gas up the Central Coast to serve customer demand and to replenish the La Goleta Storage Field. Public safety power shutoffs on the SCE electric grid can negatively impact the energy delivery system and compromise reliability. Locally, wildfire risk is an ever-present threat. The Ventura community was affected by the Thomas Fire that began in December 2017, resulting in damage to more than 280,000 acres and destroying more than 1,000 buildings (CAL FIRE and Ventura County Fire Department 2019). Power was lost during the fire for several hours, and subsequently SCE has initiated public-safety power shutoff events during high wind conditions.

Additionally, the electrical load for four new electric compressors would require on-site infrastructure, such as a substation. Based on preliminary analysis, approximately 10 megawatts (MW) of electric power would be needed, which would require sub-transmission-level service on two unique power lines of 66 kV each, or 10 MW of standby generation on site. According to the Solar Energy Industries Association, "depending on the specific technology, a utility-scale solar power plant may require between 5 and 10 acres per megawatt (MW) of generating capacity" (SEIA 2021). The existing site is only 8 acres in size and proposed alternative locations are roughly 15 acres in size, rendering utility-scale solar generation on site infeasible.

A preliminary desktop analysis was completed to assess the options for a secondary electrical feed from SCE routed to the Ventura Compressor Station location to serve as a backup in the event of an outage to the main electrical feed. There are several SCE substations within a 10-mile radius of the Project location from which power may potentially be served. For example, the shortest route option, Tayshell Substation, would require an approximately 3.5-mile routing of overhead transmission lines that would include an estimated 11 dead-end towers and 45 tangent structures to be installed. In addition to the SCE infrastructure, an on-site substation would also need to be constructed at the Project location. Preliminary assessment indicates that a substation would require approximately 1 acre, as described above, to house the SCE maintained electrical infrastructure. The substation installation would include an 80-foot-wide by 80-foot-long by 33-foot-high square-box-type steel structure with foundation to terminate the incoming 66 kV service lines. Two additional box-type steel structures, approximately12 feet wide by 24 feet long by 18 feet high, would be required to terminate the 4 kV underground incoming lines.

Other required features of the substation would include the following:

- One 15-foot by 10-foot by 35-foot Mechanical Electrical Equipment Room (MEER) Building to house batteries, battery charger, AC and DC distribution panels, protective relays, and other equipment
- One weatherproof revenue metering cabinet supported by steel pipe with foundation to house meters, associated equipment, and switches (enclosed cabinet with a 6-foot-wide by 8-foot-long by 6-foot-high chain-link fence without barbed wire and a 4-foot-wide walk-in gate for access)
- One 66/4 kV, 16.8/22.4/28 MVA, ONAN/ONAF/ONAF, wye-delta-wye power transformers and oil containment with load tap changer and high/low side neutral current transformers along with three 66 kV circuit breakers and other ancillary equipment
- Three light poles for station lighting.

The required on-site substation for this alternative would overlap with the infrastructure required to build the new facility; therefore, the alternative is an infeasible option.

A BESS could offer on-site generation capabilities. BESS units consist of individual batteries grouped into modules that are housed in climate-controlled containers typically 20 to 40 feet in length, about 10 feet in height, and 10 feet in width. Data varies for the available capacity of a container, and the longevity with which a BESS can continue to function within design parameters, but the operational lifetime of the BESS could exceed 15 years (Dubarry et al. 2021). Based on these parameters, a BESS could be incorporated for supplemental power for administrative needs (e.g., the office building) and potentially to provide supplemental power to electric compressors in the event of a power failure. However, “most large-scale batteries currently use lithium-ion technology, and can discharge for about four hours at most” (Blunt 2022). The length of time that a BESS could supply power would be contingent on the size and capacity of the BESS, likely between 3 and 5 days at most. Fuel cells, which directly convert chemical energy to electricity with pure water and heat as the only byproducts (EERE 2015), also could offer redundant power supply in the event of a power failure.

Another option for site standby generation is a combination of an electrical substation, which is explained above, and the natural gas engine solution. This solution would require installation of a 10 MW gas turbine power generator package outfit with ancillary support features including an exhaust stack (which is a separate emission source), selective catalytic reduction (SCR) and supporting aqueous ammonia storage tank, inlet air filtering, lube oil tanks, coolers, etc. In addition, a diesel engine would be needed to run the starting motor for the turbine engine. The unit and support equipment would need to be housed within an enclosed building to attenuate additional noise and protect against fire in the event of equipment malfunction and varying weather conditions. An on-site oil-filled

stepdown transformer would also be required to step down voltage to meet the equipment operating parameters and load. The turbine generator package would require an additional half acre for the equipment and supporting auxiliary systems referenced above. The additional plot space required for this option would not fit within the existing 8 acres; therefore, the option is not feasible.

As a mainline compressor station, the Ventura Compressor Station's ability to continue to serve customers at a rate sufficient to avoid a widespread disruption is paramount. In the event of a public-safety power shutoff or prolonged power outage, service would be dependent on the capacity of supplemental electric sources and the available inventory of natural gas contained in the La Goleta Storage Field at the time of the outage. In addition, the La Goleta Storage Field is required to be shut in to undergo inventory verification twice each year, for approximately 7 days each. Therefore, for 2 weeks each year, the North Coastal System is completely dependent on the concurrent availability of the Ventura Compressor Station.

As described above, the All-Electric Compression Alternative would not provide reliable compression in the event of a power failure, would not enhance reliability, could jeopardize supplies to customers and the La Goleta Storage Field, and would meet only some of the stated objectives. For these reasons, the All-Electric Compression Alternative was dismissed.

4.2.6 3/1 Hybrid Compression Alternative

The 3/1 Hybrid Alternative would result in the installation of a hybrid equipment configuration consisting of three electric compressors and one natural gas compressor at the current site or other alternative sites. The 3/1 Hybrid Compression Alternative would result in the installation of three new electric compressors and one natural gas compressor. Electricity would be provided by the SCE electric grid and would require a new on-site substation and potentially one new circuit, with an additional circuit for redundancy, which would require an additional acre as discussed in Section 4.2.5. An additional option for backup power source could be a combination of electrical substation and a gas turbine power generator package similar to what was described in Section 4.2.5. Some on-site electric generation could be provided from rooftop-mounted solar panels and electric storage could be provided by an on-site BESS. One new natural gas compressor would be installed. A new compressor building would be constructed to house the equipment. As with the Project, a new office building and a new warehouse would be constructed and temporary structures currently on site would be removed.

Rationale for Dismissing Alternative

The 3/1 Hybrid Compression Alternative would meet the following stated objectives:

- Reduce permitted NO_x emissions at the facility by installing new compressors equipped with state-of-the art emissions control technology.
- Achieve Project functionality as soon as possible to support needed reliability.
- Maintain continuity of operations of the compressor station until the Project goes into service.
- Safeguard ratepayer funds by evaluating Project costs in a prudent manner and in accordance with CPUC direction.

However, this alternative would only partially meet the following stated objectives:

- Meet system operational requirements by providing sufficient gas supply to the North Coastal System at adequate pressures year-round to reliably serve demand in the North Coastal System and inject into the La Goleta Storage Field.
- Promote system reliability and affordability by restoring the capability of replenishing the entire La Goleta Storage Field inventory during the summer operating season.
- Modernize the Ventura Compressor Station's aging infrastructure, which was designed and installed in the 1980s to meet operating requirements at that time, in support of year-round system reliability.
- Provide resiliency through diversifying energy supply and improving station reliability.

Three new electric compressors and one natural gas compressor would meet Ventura County Air Pollution Control District and safety regulations and would be capable of meeting operating requirements when not impacted by a loss of electric power. This alternative would be able to be executed in a timely manner and would reduce NO_x emissions. The 3/1 Hybrid Compression Alternative would be consistent with the land use designation and zoning of the Project Site. New or reconductored off-site electric lines would be required.

However, the 3/1 Hybrid Compression Alternative would not meet the stated purpose and need of the Project. SoCalGas has a statutory obligation to provide natural gas service to customers on the Central Coast and within its entire service area. Locally, wildfire risk is an ever-present threat. The Ventura community was affected by the Thomas Fire that began in December 2017, resulting in damage to more than 280,000 acres and destroying more than 1,000 buildings (CAL FIRE and Ventura County Fire Department 2019). Power was lost during the fire for several hours, and subsequently SCE has initiated public-safety power shutoff events during high wind conditions.

Off-site and on-site design features to offset the potential risk of public-safety power shutoff events were considered. Based on preliminary analysis, approximately 8 MW of electric power would be needed and may be available on SCE distribution-level service. To minimize the risk of loss of power during a public-safety power shutoff event, two unique power lines of at least 66 kV that interconnect to two different circuits at two different substations could be installed. The exact size and location would need to be developed in consultation with SCE. This option presents several challenges due to SCE circuit availability and the need to construct additional off-site electrical infrastructure.

On-site generation would require approximately 8 MW of electrical energy. Solar, BESS, and fuel cells were evaluated. A utility-scale solar power plant may require between 5 and 10 acres per MW of generating capacity (USEIA 2007). Given the baseline power needed, a minimum of 30 to 60 acres would be necessary, which would not be feasible on the existing or potential alternative locations. Also, as discussed above, BESS and fuel cells could provide supplemental power but the duration for which the power would be available would likely be no longer than 5 days.

As discussed above, the standby generation option of an electrical substation and gas-powered turbine engine would require 1 acre and a half acre respectively and would overlap with the infrastructure required to build the new facility; therefore, this is an infeasible option.

Even with design features incorporated to minimize risk from loss of power of the three electric compressors, the higher potential to lose all service with one natural gas compressor would conflict with SoCalGas's statutory obligation to provide natural gas service to customers on the Central Coast and within its entire service area. As a

mainline compressor station, the Ventura Compressor Station's ability to continue to serve customers at a rate sufficient to avoid a widespread disruption is paramount. In the event of a public-safety power shutoff or prolonged power outage, service would be dependent on the capacity of the supplemental electric sources and amount of natural gas contained in the La Goleta Storage Field at the time of the outage.

As described above, the 3/1 Hybrid Compression Alternative would not provide reliable compression in the event of a power failure, would not enhance reliability, could jeopardize supplies to the La Goleta Storage Field, and would meet only some of the stated objectives. For these reasons, the 3/1 Hybrid Compression Alternative was dismissed.

4.2.7 Liquefied Natural Gas Deliveries (Virtual Pipeline) Non-Pipeline Alternative

LNG supplies can be delivered outside of the installed utility pipeline system to avoid construction of additional pipeline assets. As described by the U.S. Department of Energy, "Liquefied natural gas (LNG) is natural gas that has been cooled to a liquid state, at about −260° Fahrenheit, for shipping and storage. The volume of natural gas in its liquid state is about 600 times smaller than its volume in its gaseous state" (DOE 2023). This liquefaction process, developed in the nineteenth century, makes it possible to transport natural gas to places natural gas pipelines do not reach and to use natural gas as a transportation fuel (USEIA 2023). "There is a growing trade in small-scale LNG shipments, which are most commonly made using the same containers used on trucks, specially outfitted with cryogenic tanks. Other small-scale LNG activities include "peak-shaver" liquefaction and storage facilities, which can hold gas compactly for when it is needed in local markets in the U.S. during times of peak demand. LNG is also sometimes imported or exported by truck from this kind of facility" (DOE 2023). At present, California does not have an LNG terminal or any proposed LNG terminals along the coast (CEC 2023b).

The LNG Deliveries NPA would require procuring 60 MMcfd of LNG from existing sources and trucking it from those locations to a SoCalGas receipt point in the North Coastal System. This is equivalent to 820,000 gallons per day of LNG over the 214-day summer injection season. The receipt point would need to be equipped to accept LNG deliveries and convert from liquid to gas form. Additionally, a special fleet of 63 trucks specifically designed to haul LNG would be required. At this time, there is one production facility in Boron, California, owned by Clean Energy. The facility produces "180,000 LNG gallons production per day, expandable to 270,000 LNG gallons per day" (Clean Energy 2023). This is approximately 21% to 32% of the daily volume required (14.8 to 22.3 MMcfd).

Rationale for Dismissing Alternative

The LNG Delivery NPA would meet the following stated objectives:

- Meet system operational requirements by providing sufficient gas supply to the North Coastal System at adequate pressures year-round to reliably serve demand in the North Coastal System and inject into the La Goleta Storage Field.
- Promote system reliability and affordability by restoring the capability of replenishing the entire La Goleta Storage Field inventory during the summer operating season.

However, this alternative would not meet or only partially meet the following stated objectives:

- Modernize the Ventura Compressor Station's aging infrastructure, which was designed and installed in the 1980s to meet operating requirements at that time, in support of year-round system reliability.

- Provide resiliency through diversifying energy supply and improving station reliability.
- Reduce permitted NO_x emissions at the facility by installing new compressors equipped with state-of-the art emissions control technology.
- Achieve Project functionality as soon as possible to support needed reliability.
- Maintain continuity of operations of the compressor station until the Project goes into service.
- Safeguard ratepayer funds by evaluating Project costs in a prudent manner and in accordance with CPUC direction.

Due to the volume of gas supply needed, LNG deliveries were assumed to be required and reviewed for this NPA. Compressed natural gas (CNG) was not considered, because that option is more suitable for significantly smaller gas supply requirements. It was assumed that LNG would need to be delivered by truck to the target area and injected into the backbone transmission system in the area. The scale of the LNG delivery operation would be sizable and would be expected to require approximately 3 acres. Delivering these volumes over the 214-day summer injection season would take 820,000 gallons of LNG per day, which is not currently available from a California LNG provider. For this analysis, it was assumed the Clean Energy Boron LNG Plant in Boron, California, could expand its capacity from 270,000 gallons of LNG per day to the required volumes and transport those supplies 190 miles one way from that location to the Goleta area. Each LNG trailer that would be delivered to the targeted area carries 13,500 gallons of LNG, which equates to requiring 63 trailer deliveries per day of the summer injection season. LNG vaporization occurs at 200 pounds per square inch gauge (psig) and for injection into the targeted area would require compression up to 900 psig in order to overcome the pipeline system pressure. Twenty vaporizers with odorization capabilities would be required for the LNG operation. To achieve the pipeline injection pressures, 38 mobile compressors would be required. Three delivery trailers per hour would need to be switched to supplying the LNG delivery site to meet the daily flow requirements, which would result in staffing the operation 24 hours per day during the 214-day summer injection season. Reviewing the available information indicates that the required LNG supply is not readily available, requires a large amount of land at single or multiple locations, requires significant compression for the vaporized LNG to avoid installing compression on the existing transmission system, and requires significant investment in LNG production, staffing, and delivery capabilities. Multiple years of LNG deliveries would quickly exceed the cost of the Project. To gather more in-depth information on this NPA, SoCalGas would need a regulatory authorization to seek proposals for sufficient LNG supply. A mechanism such as authorization to issue a Request for Proposals (RFP) seeking firm LNG supply into the targeted area would be needed. Absent a regulatory mechanism that yields reliable supply in a sufficient volume to the targeted area, SoCalGas does not intend to further pursue this alternative and therefore dismisses this NPA from further consideration.

4.3 Alternatives Considered Further

A comprehensive discussion of each considered alternative is provided below.

4.3.1 Supplemental Electric-Driven Compressor Installation Only Alternative

The Project includes the replacement of the existing natural gas-driven compressors (natural gas compressors) with two new natural gas compressors and two new electric-driven compressors (electric compressors). This alternative would leave the three existing natural gas compressors and install new electric compressors at the site. The operation of the compressor station would primarily utilize the electric compressors and use the existing natural gas

compressors only as needed. No removal of the existing equipment and buildings related to the natural gas compressors would occur. Construction of a new building to house the new electric compressors and the associated improvements and infrastructure necessary would be completed as part of this alternative.

4.3.2 Avocado Site Alternative

This alternative consists of an approximately 15.06-acre site located approximately 3,000 feet west of the existing compressor station on the existing pipeline corridor within the jurisdiction of the County of Ventura (County) (Figure 4-1, Alternative Site Locations). The surrounding area is primarily developed with agricultural uses and oil/gas fields, and the nearest residence is approximately 0.7 miles away. The Avocado Site itself is undeveloped hillside land adjacent to an avocado orchard.

Development of this site would require the following new off-site infrastructure: (1) widening, regrading, and paving of Taylor Ranch Road to be a minimum of 24 feet wide with less than a 20% grade to meet Fire Department standards; (2) approximately 0.18 miles of a new pipeline system with two mainline valves that would tie into the existing natural gas system pipelines; and (3) subterranean utility lines beneath the existing Taylor Ranch Road that would tie into existing facilities at West Main Street. An approximately 5.63-acre temporary construction staging area would be located at the base of Taylor Ranch Road and West Main Street. To accommodate the two electric compressors, approximately 0.83 miles of off-site aboveground electrical utility extensions (including 30 new poles) would also be required.

4.3.3 Devil's Canyon Road Site Alternative

The Devil's Canyon Road Site Alternative consists of an approximately 12.88-acre site located approximately 5,300 feet northwest of the existing compressor station within County jurisdiction (Figure 4-1). The site is relatively flat. It has been previously developed with oilfield operations and is currently partially occupied by oil wells.

Development of this site would require the following new off-site infrastructure: (1) approximately 0.97 miles of a subterranean pipeline system beneath Devil's Canyon Road that would tie into the existing natural gas system pipelines using two mainline valves and (2) minor upgrades to an approximately 0.36-mile-long existing access road to accommodate the alternative. An approximately 6.27-acre construction staging area would be located northwest of the intersection of Shell Road and Ventura River Trail, approximately 0.25 miles from the existing access road to the Devil's Canyon Road Site. To accommodate the two electric compressors, approximately 0.85 miles of off-site aboveground electrical utility extensions (including 40 new poles) would also be required.

4.3.4 Ventura Steel Site Alternative

The Ventura Steel Site Alternative consists of an approximately 10.00-acre site located approximately 7,000 feet north of the existing compressor station, to the east of North Ventura Avenue within County jurisdiction (also within the City's sphere of influence) (Figure 4-1). This site is relatively flat and there are existing active oil wells on site.

Development of this site would require the following new off-site infrastructure: (1) approximately 1.61 miles of subterranean pipeline system beneath the alignment of North Ventura Avenue that would tie into the existing natural gas system pipelines, (2) approximately 3.16 miles of a subterranean pipeline system through oil/gas fields and undeveloped hillsides that would tie into the existing natural gas system pipelines using two mainline valves, (3) a 121-foot depressurization line, and (4) 3,600 linear feet of a new permanent 12-foot-wide road for

construction access to the new pipeline corridor. The pipelines would be constructed in a phased process within North Ventura Avenue to minimize the extent of required lane closures, ensure adequate northbound–southbound traffic flow during roadway construction, and allow for adequate space between the new pipelines and existing utility lines. An approximately 4.69-acre temporary construction staging area would be located north of the Ventura Steel Site. To accommodate the two electric compressors, approximately 0.02 miles of off-site aboveground electrical utility extensions (including two new poles) would also be required.

4.4 No Project Alternative

The No Project Alternative would result in operating and maintaining the existing compressor station as it is currently configured (existing baseline setting). The original design considered supply from local California gas producers, gas compressed from the south through the Ventura Compressor Station, and gas withdrawals from the La Goleta Storage Field as detailed in Section 2.1.1, Project Background. Conditions have changed since the original intended design for the conditions present in the 1980s; the California producer supply has significantly decline, and for several years has largely ceased. As a result, the North Coastal System is now almost exclusively dependent on gas supplies from south, which travel through the Ventura Compressor Station, and supplies from the La Goleta Storage Field.

The consequence of a No-Project Alternative puts the reliability of SoCalGas's system at risk due to the restricted ability of the existing equipment to handle the load requirement of the North Coastal System and the age of the infrastructure. Implementation of the No Project Alternative would cause the following:

- The facility would continue to operate as it is currently configured and permitted, which does not meet the purpose and need described in Chapter 2.
- Increased wear and tear on the existing compressor equipment would be expected to cause the facility to not meet the current North Coastal System demand requirements and ultimately constrain the overall SoCalGas system.
- SoCalGas would be unable to completely fill the La Goleta Storage Field during the 214-day summer season to meet regional needs, especially when the La Goleta Storage Field is drawn down below 7.5 Bcf inventory during the winter operating season.
- The ability for La Goleta Storage Field to meet overall system demands would be limited and the reliability of the integrated gas and electric energy system would be reduced.
- The frequency of inspection and maintenance activities and intervals would be increased to minimize the risk of breakdown and extended outage of the 40-year-old equipment.

A detailed comparison of each of the considered alternatives to the Project, including the No Project Alternative, is provided in Chapter 6, Comparison of Alternatives, of this PEA.

Project Site
Staging Area
City Boundary

Alternative Site - Avocado

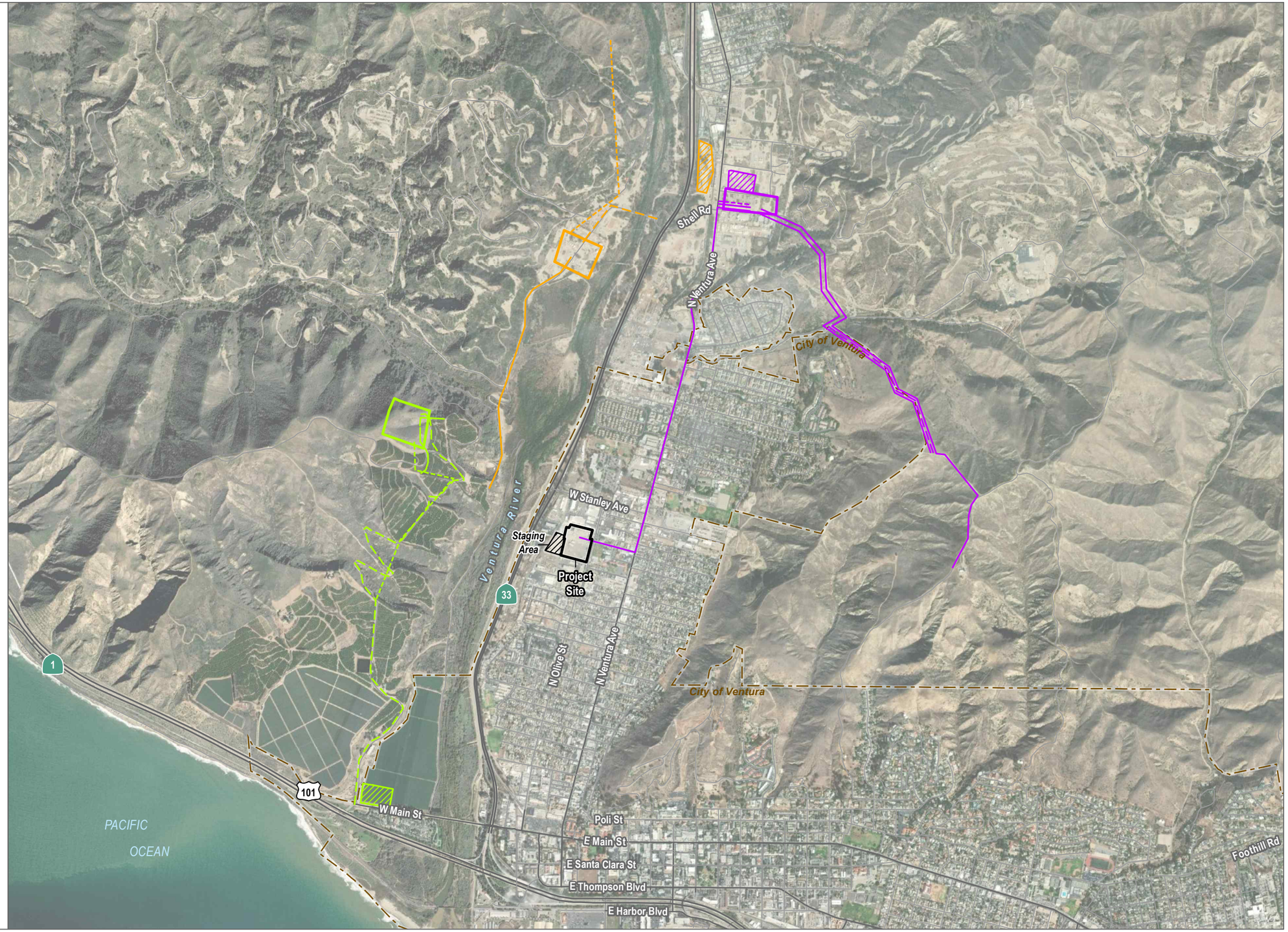
Access Road or Access Road with Utils
Electrical Interconnect
Pipeline
Station Site
Staging Area

Alternative Site - Devil's Canyon

Access Road
Electrical Interconnect
Pipeline
Station Site
Staging Area

Alternative Site - Ventura Steel

Access Road
Pipeline or Depressurization Line
Electrical Interconnect
Station Site
Staging Area



SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 1,000 2,000 Feet

FIGURE 4-1

Alternative Site Locations

Ventura Compressor Station Modernization Project

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5 Environmental Analysis

This chapter of the Proponent's Environmental Assessment (PEA) for the proposed Ventura Compressor Station Modernization Project (Project) discusses the environmental and regulatory setting, potential impacts, and mitigation measures and avoidance and minimization measures for the following technical areas:

- Section 5.1 – Aesthetics
- Section 5.2 – Agriculture and Forestry Resources
- Section 5.3 – Air Quality
- Section 5.4 – Biological Resources
- Section 5.5 – Cultural Resources
- Section 5.6 – Energy
- Section 5.7 – Geology, Soils, and Paleontological Resources
- Section 5.8 – Greenhouse Gas Emissions
- Section 5.9 – Hazards, Hazardous Materials, and Public Safety
- Section 5.10 – Hydrology and Water Quality
- Section 5.11 – Land Use and Planning
- Section 5.12 – Mineral Resources
- Section 5.13 – Noise
- Section 5.14 – Population and Housing
- Section 5.15 – Public Services
- Section 5.16 – Recreation
- Section 5.17 – Transportation
- Section 5.18 – Tribal Cultural Resources
- Section 5.19 – Utilities and Service Systems
- Section 5.20 – Wildfire
- Section 5.21 – Mandatory Findings of Significance

Environmental Setting

According to Section 15125(a) of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), an environmental impact report must include a description of the existing physical environmental conditions in the vicinity of the project site as they exist at the time when the Notice of Preparation is published. This "environmental setting" will normally constitute the "baseline condition" against which project-related impacts are compared. Per the November 2019 Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC 2019), the CEQA consultant for the California Public Utilities Commission (CPUC) will use this PEA to create the appropriate CEQA decision document for the Project, as determined by CPUC. No Notice of Preparation was published as part of the preparation of this PEA. As such, the methodology for determining the baseline conditions used for this PEA are detailed below.

Section 15125 of the CEQA Guidelines describes the requirements for establishing the environmental baseline conditions by which a lead agency determines whether an impact is significant. Because physical environmental conditions may vary over a range of time, the use of environmental baselines that differ from the date of the Notice of Preparation is reasonable and appropriate in certain circumstances when doing so results in a more accurate or conservative environmental analysis. Section 15125(a)(2) of the CEQA Guidelines states that a lead agency may use projected future conditions baseline as the sole baseline for analysis only if it demonstrates with substantial evidence that use of existing conditions would be either misleading or without informative value to decision-makers and the public.

For the purposes of this PEA, a future baseline condition is applied to the analyses in which the currently existing office building and warehouse building are no longer on the property, and the existing soil contamination under the office and warehouse within the property is remediated, for the reasons discussed in the following paragraphs.

As discussed in detail in PEA Section 5.9, Hazards, Hazardous Materials, and Public Safety, in 2009, SoCalGas remediated historic pollutants on the northern portion of the Ventura Compressor Station property in accordance with a California Department of Toxic Substances Control (DTSC) approved Removal Action Workplan (RAW). In 2020, SoCalGas performed additional soil sampling and determined that an area under an existing office building and warehouse, which was inaccessible during the 2009 remediation efforts, still contained remnant hydrocarbon contaminants. A subsequent RAW was prepared in 2020 and on March 2, 2021, SoCalGas received approval of the RAW from the DTSC to proactively address residual hydrocarbons from industrial uses more than 100 years ago on the previously inaccessible areas of the Project Site. The remediation actions proposed by the RAW were reviewed by DTSC in accordance with CEQA and determined to be exempt under Section 15061(b)(3) of the CEQA Guidelines (DTSC 2021). The shallow soil remediation efforts outlined in the RAW began in summer 2023 as a separate and distinct approved project at the Project Site. These efforts will include the removal of approximately 1,700 cubic yards of shallow impacted soil from the Project Site to off-site facilities for treatment and disposal (NOREAS 2020). The average depth of excavation is anticipated to be approximately 3.5 feet below ground surface, with some areas as deep as 7 feet below ground surface (NOREAS 2020). The final depth of excavations, however, will be determined by the results of field observations and confirmation sampling (NOREAS 2020).

Remediation activities outlined in the RAW are in process at the Project Site. The soil remediation project has independent utility and it does not legally compel or presume completion of the Project. Furthermore, it is anticipated that all shallow soil remediation efforts would be completed prior to release of the CEQA document prepared by CPUC's CEQA consultant. Therefore, the analysis in this PEA assumes that baseline conditions at the Project Site are post-shallow-soil remediation conducted in accordance with the 2020 RAW (specifically, removal of an office building and warehouse, excavation of impacted shallow soil, off-site transport of excavated soil for treatment and/or disposal, and backfill of the excavated areas using clean fill material) (NOREAS 2020; DTSC 2021).[1]

Section Format

Each section of this chapter begins with an **Environmental Setting** section and a **Regulatory Setting** section, which provide descriptions of the Project's environmental setting and regulatory setting as they pertain to the particular issue being discussed. The environmental setting provides a description of the existing condition or, as discussed

[1] Following shallow soil remediation, residual soil vapor concentrations are expected to remain in the Project Site soils. Thus, the RAW requires ongoing implementation of an Operations and Maintenance Plan to address vapor intrusion risks within Project buildings, as well as implementation of a Land Use Covenant to preclude any future residential development or other sensitive uses on the Project Site (DTSC 2021). SoCalGas will continue to comply with all required environmental safeguards and monitoring procedures outlined in the RAW, including ongoing implementation of the Operations and Maintenance Plan and Land Use Covenant (DTSC 2021).

previously, where the use of the existing condition would be misleading or without informative value, future physical setting (baseline conditions). The regulatory setting provides a summary of applicable federal, state, and local regulations, plans, policies, and laws that are relevant to each issue area. The regulatory setting description in each section is followed by an **Impact Questions** section consisting of a table that presents the impact questions from Appendix G of the CEQA Guidelines and, if applicable, additional CPUC impact questions, with a summary of the project-level impacts for each question. The **Impact Analysis** section follows, providing a discussion of project-level impacts. The impact portion of each section includes an impact statement, prefaced by a number for ease of identification followed by an analysis of that impact and a determination of whether the impact would be significant (that is, exceed the applicable threshold) or less than significant (that is, below the applicable threshold). If a significant impact is identified, one or more mitigation measures are specified in the **Mitigation Measures** section. The overall significance of impacts relating to each impact question is then summarized in the **Level of Significance Summary** section, including the degree to which any identified mitigation measures would reduce the impact. In the **Avoidance and Minimization Measures** section, the **CPUC Recommended Environmental Measures** and **Project Best Management Practices** subsections include actions that SoCalGas will implement as part of its efforts toward compliance with applicable rules and regulations.

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. CPUC General Order 177 was passed in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. In determining the level of significance of environmental impacts associated with the Project, the analysis in this PEA assumes that the Project would comply with all relevant federal and state laws and regulations. Because the Project Site is located within the boundaries of the City of Ventura, the land use plans and regulations are provided and assessed, as applicable, in Section 5.1, Aesthetics, through Section 5.21, Mandatory Findings of Significance, for informational purposes and to assist with CEQA review. Although the Project is not subject to local discretionary permitting, SoCalGas would be required to obtain all applicable ministerial permits from local jurisdictions for the Project. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2, Introduction, lists the local authorizations that may be required for Project construction and operation.

Cumulative Analysis

According to CEQA, "cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (14 CCR 15355). CEQA requires that cumulative impacts be discussed when the "project's incremental effect is cumulatively considerable" (14 CCR 15130[a]). An analysis of cumulative impacts is provided in Chapter 7, Cumulative and Other CEQA Considerations.

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5.1 Aesthetics

This section describes existing conditions and potential impacts on aesthetic resources as a result of construction, operation, and maintenance of the proposed Ventura Compressor Station Modernization Project (Project). Information contained in this section is based on publicly available data and reports from the City of Ventura (City),[1] including the City General Plan and General Plan Environmental Impact Report, Westside Community Plan, and Municipal Code, as well as Project Site reconnaissance, conceptual site plans, and several mapping/visual resource analysis tools, including Esri's ArcGIS 3D Analyst extension, which was used to help create the Project-specific visibility analysis (provided as Figure 5.1-1, Visibility Analysis) (City of Ventura 2005a, 2005b, 2012, 2022). Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.1.1 Environmental Setting

5.1.1.1 Landscape Setting

Regional Setting

Regionally, the Project Site is in the southern foothills of the Santa Ynez Mountains in a location that is south of Matilija Canyon, north-northeast of the Pacific Ocean, and southeast of the Topatopa Mountains. The 8.42-acre Project Site (Assessor's Parcel Number [APN] 068-0-142-030) is located at 1555 North Olive Street in the City of Ventura slightly east of State Route (SR) 33. The proposed temporary construction Staging Area would be adjacent to the west of the Project Site (when referred to collectively, "Development Area"). The City and the adjacent unincorporated County of Ventura (County) areas have a wide variety of landscapes and seascapes, including natural, agricultural, and urban components. The hills of the northwest–southeast-trending Transverse Range are situated to the north and northeast of the City and rise approximately 1,200 feet above mean sea level (amsl), providing a dramatic visual backdrop and scenic vistas of the City, ocean, Ventura River Valley, and Oxnard coastal plain (City of Ventura 2005b). The City's Hillside Area covers about 4,000 acres of steep slopes, incised drainages, ridge tops, and narrow flat valleys (City of Ventura 2005b). Much of the foothills have been used for grazing in the past, and while some grazing operations remain in the City, they primarily lie in the surrounding unincorporated County areas (City of Ventura 2005a, 2005b). Vegetation and habitat include annual grasses with scattered pockets of coastal sage scrub and remnant riparian corridors (City of Ventura 2005b). The City also includes approximately 7 miles of beach, and the waterfront open space provides valuable recreational and gathering-space opportunities for residents and visitors (City of Ventura 2005a).

Local Setting

Westside Community

Located on the western edge of the City, the Westside community (community) is generally bounded by steep hillsides to the east, the Ventura River/SR-33 to the west, Park Row Avenue to the south, and Ottawa Street to the north (City of Ventura 2012). The community is characterized by an interconnected, pedestrian-scale grid of "workforce-housing" neighborhoods—originally developed to support local oilfield workers in the early- to mid-1900s—interspersed with industrial, commercial, recreational, and other neighborhood-serving uses (City of Ventura 2012). After the Ventura Avenue Oil Field was created in the early 1900s, the subsequent oil boom resulted

[1] The official title for the City and County is "San Buenaventura"; however, this document refers to the jurisdictions as the City and County of "Ventura," which is common usage.

in a period of intense growth, which led to the community's unique (and still existing) development pattern (City of Ventura 2012). The primary roadway, Ventura Avenue (which runs parallel to and one block east of North Olive Street) includes commercial development ranging from small single-story shops to larger two-story mixed-use buildings. Within the community, there are often abrupt transitions between industrial and residential land uses, coupled with a discontinuous pattern of industrial land uses along Ventura Avenue and North Olive Street, resulting in an inconsistent pattern of building massing and scale (City of Ventura 2012). The primary connection between Ventura Avenue and SR-33 is Stanley Avenue, which runs perpendicular to North Olive Steet, approximately 600 feet north of the Project Site (City of Ventura 2012). Built-environment features along Stanley Avenue include the Ventura Unified School District headquarters and bus operations center, Ventura Community College District headquarters, industrial uses, several mixed-use developments. According to the City's Westside Community Plan, the local Ventura River and surrounding Hillside Areas provide important benefits and add to the aesthetic value of the community (City of Ventura 2012).

Immediately Surrounding Area

The area surrounding the Project Site is bounded by existing industrial uses to the north, west, south, and E.P. Foster Elementary School to the east. Detailed descriptions of the immediately surrounding areas are provided below.

West of North Olive Street

The 8.42-acre Project Site, which is on APN 068-0-142-030, is located on the west side of North Olive Street, an approximately 30-foot-wide public right-of-way street. Industrial uses surround the Project Site to the north, south, and west. North of the Project Site are industrial warehouses, including multistory buildings and a utility tower, as well as surface parking and equipment storage. A residence at 1675 North Olive Street, APN 068-0-090-340, is located adjacent to the northwest corner of the Project Site fronting North Olive Street. Although zoned M-2 (General Industrial Zone) and designated for industrial/manufacturing uses, APN 068-0-090-340 appears to include a one-story, ranch style single-family residence, in addition to a small storage yard with ancillary storage structures. To the south and west of the Project Site are industrial uses on unpaved and paved properties that include warehouses and container and equipment storage. An approximately 2.53-acre temporary construction Staging Area would be located adjacent to the west side of the Project Site on private, industrial zoned property. The off-site Staging Area includes a fully paved property currently used for equipment and vehicle storage. No habitable buildings are located on the Staging Area property. The proposed Staging Area is adjacent to an alleyway to the west. There are additional industrial uses adjacent to the alleyway to the west. To the west of the industrial uses on the westside of the alleyway, the Ventura River Trail (Ojai Valley Trail Extension) runs north–south on the east side of SR-33 and is a popular hiking/biking trail in the Project vicinity.

Although the Development Area is located entirely within the City, lands in the unincorporated area of the County are located to the west of SR-33. The Ventura River (located to the west of SR-33 in the unincorporated County area) is approximately 650 feet west of the Staging Area and approximately 900 feet west of the Project Site. The areas west of the Ventura River riparian corridor predominantly consist of open space and agricultural uses.

East of North Olive Street

The land uses on the east side of North Olive Street directly across from the Project Site include E.P. Foster Elementary School and a vacant building (i.e., the former Boys and Girls Club of Greater Ventura). There are also industrial and residential uses north of West McFarlane Drive and south of E.P. Foster Elementary School. Other uses east of E.P. Foster Elementary School include industrial, commercial, and residential. The school includes a

cluster of one- story beige buildings, a two-story auditorium, and a play structure situated east of a large, grassy field, separated from North Olive Street by an approximately 6-foot-tall chain-link fence. The former Boys and Girls Club consists of a pale blue building ranging from one to two stories fronted by water-efficient landscaping, including low-level shrubs, some groundcover, and a mature ornamental tree. Residential land uses are located farther to the northeast of the Project Site along James Drive. Residential land uses are also located along Forbes Lane to the southeast of the Project Site.

Project Site

The 8.42-acre Project Site is located at 1555 North Olive Street (APN 068-0-142-030). Figure 2-1, Regional Location and Local Vicinity, PEA Chapter 2, Introduction, provides an aerial view of the Development Area, including the Project Site boundaries and adjacent temporary construction Staging Area. The topography of the Project Site is relatively flat, with only slight variations in elevation from south to north. In the immediate area of the southern border of the Project Site, the low elevation is approximately 62 feet amsl. The high elevation is 68 feet amsl along the northern edge of the Project Site. No natural vegetation communities occur on or adjacent to the Project Site, although some ruderal, "weedy" vegetation is occasionally present within gravel and paved developed areas.

Primary vehicular ingress/egress to the Project Site is via a gated driveway on North Olive Street. A secondary gated driveway is located further north on North Olive Street across from West McFarlane Drive. The existing Project Site includes an existing compressor station building and associated exhaust stacks, storage containers and equipment, interconnection piping, two 30-foot-tall electrical utility poles, as well as outdoor storage/parking areas. The compressor station building is an approximately two-story, light blue-grey building in the northwest corner of the Project Site. Structures surrounding the compressor station building include after coolers on the west, an uncovered compressor house, piping and gas shed to east, and a neutral beige 31-foot blowdown stack to the southeast. A motor control center building, storage tanks, satellite building, and electrical and instrumentation trailer (all painted in a similar neutral beige color) are located just south of the compressor building. There is a one-story trailer and temporary storage containers located on the northeast corner of the Project Site.

The majority of the structures on the Project Site are obscured from public views by the fencing that surrounds the property and mature trees fronting North Olive Street. The Project Site perimeter includes chain-link fencing around the south and west perimeter, a 10- to 8-foot precast concrete wall along the north perimeter, and an 8-foot precast concrete wall along the east perimeter (which extends to 12 feet along the northeast perimeter adjacent to an existing residential parcel to the east).

5.1.1.2 Scenic Resources

Scenic Views and Vistas

The City General Plan states generally that the hillsides in and adjacent to the City "provide residents and visitors with scenic vistas" (City of Ventura 2005a). The City Municipal Code explicitly defines a "view" as "[a] vista of features, including, but not limited to, bodies of water, beaches, coastline, islands, skylines, ridges, hillside terrain, canyons, geologic features, mountains, and landmarks" (City Municipal Code Section 8.900.030[EE]). Furthermore, the City codifies the importance of views and vistas as a recognized public benefit (City Municipal Code Section 8.900.010[B]):

> Views, whether of the Pacific Ocean, the Channel Islands, the city, the surrounding hillsides and canyons, or other natural and man-made landmarks produce a variety of significant and tangible benefits for both residents and visitors. Views contribute to the aesthetic visual environment of the City of San Buenaventura by providing scenic vistas and inspiring distinctive architectural design.

Although not mentioned in the General Plan or Municipal Code, the City's General Plan Final EIR states that Grant Park, located in the hillsides approximately 0.65 mile southeast of the Project Site, affords the best public access to vista points in the City (City of Ventura 2005b). Vista points from Grant Park offer views of the City and surrounding area spanning from the foothills of the Transverse Range to the north, the Pacific Ocean to the south, the unincorporated County hillsides to the west, and the distant Santa Monica Mountains to southeast along the coastline. The City manages the Grant Park scenic vista to provide public access, information, and protection of resources (e.g., signage, parking areas). The Project Site is distantly visible from several vantage points in Grant Park, including the ridgeline trail and the Father Serra Cross parking lot.

Scenic Resources

Hillsides

Hillside terrain dominates much of the local landscape and can be seen from areas throughout the City. Rolling hills and steep mountains of the coastal range are visible to the north, east and west of the Project Site. On the west side of SR-33/Ventura River, hills form the western and northern boundaries of the City. Interspersed among the hillsides are mesas and steep bluffs that provide topographical variation and create visual interest. The remaining Hillside Areas have slopes ranging from 20% to 60% and feature scattered mesas and rolling terrain (City of Ventura 2005b). In addition to providing distinctive views from the Westside community and other urban areas of the City, the hillsides provide residents and visitors panoramic views of the City and Pacific Ocean. However, with the exception of Grant Park (located in the hillsides approximately 0.65 miles to the southeast), the hillsides to the east and west of the Project Site are not generally publicly accessible. According to the City's General Final Plan EIR, Grant Park affords the best public access to vista points (City of Ventura 2005b).

The visual quality of the hillsides is a function of their open space, partially agricultural character, and topographic diversity (City of Ventura 2005b). Further, the visual condition of the hillsides varies widely depending on whether and how an area has been developed (e.g., residential or industrial) and how visible it is. The hills west of the Ventura River have a significant amount of oil production activity that is not screened and is highly visible from the western areas of the City, including SR-33 (City of Ventura 2005b).

Shorelines

The City's local beaches begin at the mouth of the Santa Clara River approximately 5 miles southeast of the Project Site and continue in a northwesterly direction to Promenade Park at the southern terminus of Figueroa Street approximately 1.5 miles south of the Project Site. Beyond this point, the beaches become rocky, providing a variation in the visual character of the coastline. The Project Site is not visible from the City's shoreline or other coastal areas.

Ventura River

The Ventura River and its associated floodplain form a distinctive landmark along the western boundary of the City as it parallels the SR-33 for several miles. Travelers along SR-33 see the densely vegetated Ventura River and the grass-covered hills when entering or leaving the City. However, views of the river from SR-33 and developed areas to the east (including the Project Site) are limited by the levee between the river and SR-33 (City of Ventura 2005b).

Agricultural Lands and Windrows

Agricultural activity is prevalent in areas to the east and west of the City, including the Taylor Ranch planning area, which is within the County's unincorporated area west of SR-33 (City of Ventura 2005a). Orchards and irrigated row crops create distinctive colored patterns that contrast sharply with the urban landscape and with the wheat-colored grasslands of the hillsides from April through November (City of Ventura 2005b). Windrows are rows of trees planted adjacent to agricultural lands to serve as windbreaks (City of Ventura 2005b). They function as visual accompaniments to the various agricultural parcels and contribute to the aesthetics of the City (City of Ventura 2005b).

Scenic Highways

There are no state-designated scenic highways within a 5-mile radius of the Project Site (Caltrans 2023a). The nearest officially designated state scenic highway is a segment of SR-33 north of the City of Ojai where it traverses through the Los Padres National Forest approximately 14 miles north of the Project Site (Caltrans 2023a). Both SR-33 and U.S. Route 101 are listed as eligible for official scenic highway designation (Caltrans 2023a). According to Caltrans, if a highway is listed as eligible for official designation, it is also part of the Scenic Highway System and care must be taken to preserve its eligible status (Caltrans 2023b). SR-33 and U.S. Route 101 are discussed in further detail below.

State Route 33

SR-33 is an eligible state scenic highway where it traverses the City and is the primary route linking Ventura to the Ojai Valley to the north (Caltrans 2023a). SR-33 is approximately 400 feet west of the proposed Staging Area and approximately 600 feet west of the Project Site, and the Development Area is visible from this local segment of SR-33. This highway runs along the Ventura River at the western boundary of the City. Travelers entering or leaving the City along this route have views of the hillsides. Where SR-33 meets U.S. Route 101 south of the Project Site, views of the Pacific Ocean and beaches are available.

U.S. Route 101

U.S. Route 101 is an eligible state scenic highway and is the major public viewing corridor traversing the City in a northwest–southeast direction (Caltrans 2023a). U.S. Route 101 is approximately 1.25 miles south of the Development Area at its closest point. Within the City, U.S. Route 101 generally runs parallel to the shoreline with foreground views to the east of the City and background views of the hillsides behind the City. To the west, views of the ocean, beaches, and harbor are intermittent along the highway. Due to intervening distance, topography, and development, the Project Site is not visible from U.S. Route 101.

View Corridors

Principal travel corridors are important to an analysis of aesthetic features because they define the vantage points for the largest number of views (City of Ventura 2005b). The closest view corridor to the Project Site is SR-33 (approximately 600 feet west), followed by Brakey, Summit, and Ferro Drives within Grant Park (approximately 0.65 miles southeast of the Project Site), Main Street (approximately 1 mile south of the Project Site), and U.S. Route 101 (approximately 1.25 miles south of the Project Site). As discussed above, although the Project Site is visible from SR-33, it is not visible from U.S. Route 101. Other scenic corridors in the vicinity of the Project Site include Brakey Road, Summit Drive, Ferro Drive, and Main Street. Brakey Road, Summit Drive, and Ferro Drive traverse through Grant Park in the hillsides to the southeast of the Project Site. These roads in Grant Park offer

views of the hillsides, Pacific Ocean, and the City. Main Street is located in the Downtown area south of the Project Site and offers views of the hillsides and the coastal areas. The Project Site is partially visible from Brakey Road where it follows the ridgeline. However, due to distance, intervening topography, and development, the Project Site is not visible from Summit Drive, Ferro Drive, or Main Street.

5.1.1.3 Viewshed Analysis

As previously mentioned, a Project-specific viewshed/visibility analysis was prepared using Esri's ArcGIS 3D Analyst extension. The visibility analysis references the high point (high elevation) of Project components and the elevations and contours of the existing surrounding terrain to generate an approximate viewshed that illustrates locations in the surrounding area from which elements of the Project may be visible. The visibility analysis does not take into account intervening buildings or other development features or mature trees/vegetation that may be located in line with specific locations/viewers and may block or otherwise obscure views to the Project Site. The visibility analysis prepared for the Project is presented on Figure 5.1-1.

As shown on Figure 5.1-1, which does not consider reduced visibility due to distance, intervening buildings, structures, or trees, the Project Site could be visible from the low-lying flatter areas surrounding the Project Site, as well as the hillsides that face the Project Site to the east and west.

5.1.1.4 Landscape Units

Urban and Developed Lands

Most areas within the City are developed with a wide range of uses and building forms, including attached and detached housing, duplexes, courtyard bungalows, second units (often over garages), lofts (some live/work), urban villas, neighborhood shopfronts, concentrated retail developments, civic buildings, warehouses, and industrial buildings/structures. According to the City General Plan, "Public buildings retain special importance by serving as prominent landmarks that shape the visual character of the City" (City of Ventura 2005a). However, the General Plan does not identify any specific public buildings or views of public buildings for conservation purposes (City of Ventura 2005a).

The General Plan groups the City into 19 distinct communities, some of which are composed of a group of neighborhoods, each boasting their own unique attractions and potential (City of Ventura 2005a). Some of the City's communities have neighborhood centers established around parks, community gathering places, or civic buildings, and contain or are near services they share with surrounding areas, such as schools, libraries, post offices, and specialty shopping (City of Ventura 2005a). As discussed in Section 5.1.1.1, Landscaped Setting, the Project Site is within the City's Westside community. Other developed communities within a 5-mile radius of the Project Site include North Avenue, Downtown, Midtown, Pierpont, and College. The two communities adjacent to Westside (specifically, North Avenue to the north and Downtown to the south) are discussed in further detail below.

North Avenue

Located adjacent to and north of the Westside community, this community includes the Upper North Avenue and North Avenue Districts. Upper North Avenue, located primarily along the west side of SR-33 and outside the current City limits, includes an educational institute and a mix of industrial uses, including an abandoned oil refinery. It is a transitional area between the more urban areas to the south and more rural areas to the north. The area includes a number of vacant properties. The Ventura River and hills to the west are key visual features. The North Avenue

District, which is located north of the current City limits and east of SR-33, is characterized by a mix of oilfield, industrial, and residential development. The area includes a number of vacant properties and abandoned businesses, which contribute to the area's relatively low visual quality. The Project Site is partially visible from elevated Hillside Areas to the east and west of the North Avenue community.

Downtown

Located adjacent to and south of the Westside community, the Downtown is the most intensely developed area of the City and its "urban core" (City of Ventura 2005a). Downtown is characterized by a mix of retail, office, and residential uses, with some industrial uses present in the west end of the district (City of Ventura 2005b). Civic uses include City Hall, Seaside Park, Grant Park, the Ventura County Museum, San Buenaventura Mission, and is home to several historic sites and landmarks (City of Ventura 2005a). The northernmost portion of Downtown includes undeveloped hillsides adjacent to unincorporated County areas. Due to intervening distance, development, and topography, the Project Site is not visible from Downtown.

Hillside Open Space

As discussed under "Hillsides" in Section 5.1.1.2, Scenic Resources, hillsides dominate much of the local landscape and can be seen from areas throughout the City. Plant communities include chaparral, oak woodland, and arroyo willow (*Salix lasiolepis*) thickets (City of Ventura 2005a). The Project Site is distantly visible from the Hillside Areas to the east of the Westside community (e.g., Grant Park) and west of SR-33, including public trails and the Father Serra Cross parking lot within Grant Park, located within the Hillside Area to the southwest of the Project Site (discussed under "Scenic Views and Vistas" in Section 5.1.1.2).

Ventura River

As discussed under "Rivers and Barrancas" in Section 5.1.1.2, the Ventura River and its associated floodplain form a distinctive landmark along the western boundary of the City. The well-developed riparian communities found along the Ventura River are dominated by arroyo willow thickets, as well as red willow (*Salix laevigata*), mulefat (*Baccharis salicifolia*), coyote brush (*Baccharis pilularis*), laurel sumac (*Malosma laurina*), and brickellbush (*Brickellia californica*), in this denser area near the stream flow (see PEA Section 5.4, Biological Resources, for further details regarding the local plant communities and land cover). The areas now covered by riparian vegetation represent a small remnant of the historic riparian zone (City of Ventura 2005b). A more diverse, extensive, and native plant dominated habitat has been lost due to permanent development and disturbance (City of Ventura 2005a). Due to intervening development, including the levee between the river and the SR-33, and relative distance, the Project Site is not directly visible from the Ventura River or the adjacent Milling Road, which runs parallel to the west side of the riverbank.

Coastal Zone

As discussed under "Shorelines" in Section 5.1.1.2, the City's local beaches begin at the mouth of the Santa Clara River and continue in a northwesterly direction to Promenade Park. While there is still some remaining dune habitat and sandy-shore vegetation, exposure to the elements and human intrusion has diminished the habitat value of the City's beach area (City of Ventura 2005b). In accordance with the California Coastal Act, the state requires that local jurisdictions implement a Local Coastal Program to protect the coastal zone environment, including its natural and artificial resources (City of Ventura 2005a). The Project Site is not located within the coastal zone and is not visible from the City's coastal areas, as shown on Figure 5.1-1.

Agricultural Areas

As discussed under "Agricultural Lands and Windrows" in Section 5.1.1.2, there are agricultural lands in and around the City. A primary concern for the City's agricultural lands is the potential conflict with adjacent urban uses, including over the visual impact of large greenhouses (City of Ventura 2005a). Although agricultural lands are visible from the Project Site in the Hillside Areas to the east of SR-33, there are no agricultural uses on or adjacent to the Project Site.

Parks and Recreational Areas

The Project Site is in the vicinity of several parks (as shown on Figure 5.16-1, Nearby Recreational Facilities, in PEA Section 5.16, Recreation). However, when considering reduced visibility due to distance, intervening buildings, structures, or trees, the only park with relatively direct (albeit distant) visibility of the Project Site is Grant Park, discussed above, which is located approximately 0.65 miles southeast of the Project Site in the City's hillsides. This park contains trails, open space, and panoramic views of the City, hills, and coast. In addition to public parks, there are public trails in the vicinity of the Project Site. The Ventura River Trail is located approximately 550 feet west of the Project Site. This 9-mile trail runs parallel to SR-33 from approximately Main Street in the City to Foster Park (located north of City near Casitas Springs) to the north, and accommodates bicyclists, walkers, joggers, pets, and horseback riding (County of Ventura 2023). The Project Site is visible from several locations along the Ventura Rive Trail where it runs parallel to the Project Site to the west.

5.1.1.5 Viewers and Viewer Sensitivity

Regarding impacts on views from private land uses, such impacts are typically not considered significant under the California Environmental Quality Act (CEQA) (*Mira Mar Mobile Community v. City of Oceanside* [2004] 119 Cal.App.4th 477, 493-494). As stated by the court in *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego* (2006) 139 Cal.App.4th 249, "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact," because under CEQA, "the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons" (*Banker's Hill v. City of San Diego*, supra, 139 Cal.App.4th at 279). Therefore, the following discussion of viewers and viewer sensitivity is focused on anticipated Project-site viewers in publicly accessible areas, including public roadways, sidewalks, trails, parks, and schools, and not from private residences or businesses. To date, no public or agency feedback has been received on the Project regarding aesthetics and viewer sensitivity.

North Olive Street

The Project Site is surrounded by adjacent industrial development to the north, west, and east. A private, ungated alleyway separates the Project Site from the adjacent industrial parcel to the east. The only public right-of-way areas adjacent to the Project Site are along North Olive Street, which bounds the Project Site to the east. Viewers along North Olive Street would include roadway passengers and drivers, pedestrians, and cyclists. In addition, a large, grassy, public-school field (part of E.P. Foster Elementary School) is located across from the Project Site on the east side of North Olive Street (approximately 50 feet from the Project Site boundary). Viewers from the school may include students, teachers, and visitors engaging in active or passive recreational activities on the field.

An approximately 20-foot-wide strip of ornamental landscaping is present on the Project Site along North Olive Street running between the two main driveways. This area includes a line of well-established ornamental trees (largely screening the Project Site from view of the neighboring E.P. Foster Elementary School), as well as

ornamental low-growing shrubs, non-native grasses, and other sparse, herbaceous groundcover. South of the Project Site's primary ingress/egress driveway (located across from the former Boys and Girls Club), there is a row of knee- to waist-high shrubs. The Project Site's perimeter fencing and block-masonry wall fronting North Olive Street is approximately 8 to 10 feet above ground level and is shrouded in a dense, vining plant cover. In addition, the two Project-site driveways are screened by metal and chain-link entry gates with dark-green waterproof lining. As such, there are no direct, street-level views of the Project Site from North Olive Street, although the rolling hillsides and ridgelines west of SR-33 are visible in the background.

State Route 33 and the Ventura River Trail

The Project Site is visible from passing motorists traveling north and south of SR-33 (an eligible state scenic highway) as well as pedestrians and cyclists traveling north and south along the Ventura River Trail, which runs parallel and to the east of SR-33. SR-33 is approximately 400 feet west of the proposed Staging Area and approximately 600 feet west of the Project Site. The Ventura River Trail is approximately 300 feet from the proposed Staging Area and approximately 550 feet from the Project Site. The view from the Ventura River Trail and SR-33 facing east includes the distant continuous ridgeline of the eastern hillslopes and ridgelines. Grant Park is visible along the hillsides to the south. The area separating the Ventura River Trail and the Project Site includes industrial uses, storage areas, and a private access road, which runs parallel to the proposed Staging Area and adjacent industrial parcel to the west. Vegetation in the area is limited to sparce ornamental landscaping, including trees, shrubs, and ruderal groundcover surrounded by parking lots and disturbed industrial areas.

Grant Park

Grant Park, which has a peak elevation of approximately 700 feet amsl, is located in the Hillside Area approximately 0.65 miles southeast of the Project Site. The Project Site is visible from several vista points in Grant Park, including from the Father Serra Cross parking lot and trail west of Brakey Road. The parking lot is approximately 360 feet amsl, located approximately 0.8 miles southeast of the Project Site. As discussed in Section 5.1.1.2, Grant Park provides high-quality, panoramic views of the City, Pacific Ocean, and surrounding hillsides, which support natural vegetation (e.g., chaparral, oak woodland, and arroyo willow thickets) as well as orchards, irrigated row crops, and windrows. Viewers from the trail, parking lot, and other Grant Park vantage points would include pedestrians and motorists, as well as park visitors walking and jogging along the ridgeline trail.

5.1.1.6 Representative Viewpoints

Figures of existing and Project Site conditions were prepared using representative vantage points (key observation points [KOPs]) from publicly accessible locations in the Project area. The locations of the KOPs and relative directions of the provided viewpoints are provided in Figure 5.1-2, Key Observation Points. The KOPs represent a range of views of the Project Site from major roads, highways, trails, parks, and vistas within view of the Project Site. The existing conditions photographs from the identified KOPs were taken during a site visit on January 27, 2023, when viewing conditions were clear, as provided in Figures 5.1-3A through 5.1-3E.

Key Observation Point 1: North Olive Street (Facing Northwest)

As illustrated in the existing condition photo in Figure 5.1-3A, KOP 1 – North Olive Street (Facing West), KOP 1 represents the perspective of northbound pedestrians, cyclists, or motorists on Olive Street. Although partially obscured by Project Site trees, fencing, and structures, this vantage point includes views of the distant hillsides and ridgelines to the west, including green orchards and windrows. Views in the midground include the flag from a

Project Site flagpole (just outside of the view frame to left), the existing pale-blue compressor house building, and neutral-beige blowdown stacks peeking over the Project Site fencing.[2] Slightly farther north (view right), the roofline and exteriors of a large, white industrial building and utility tower on the adjacent off-site parcels obstruct the view of the hillsides to the west, with a roofline that is almost parallel to the distant ridge. It should be noted that because KOP 1 is representative of views available to mobile receptors (e.g., pedestrians, cyclists, or motorists), any view (as captured in the existing conditions photograph) would be a brief experience. In addition, a tall, lattice metal utility tower on the adjacent parcel to the north extends more than 100 vertical feet above ground level. The foreground includes the Project Site driveway and entry gate (view left and center). To the north of the driveway (view center right) the approximately 8-foot-high, vine-covered perimeter wall runs parallel to a small, landscaped area including mature trees, irrigated turf, and ornamental shrubs/groundcover.

Key Observation Point 2: West McFarlane Drive and North Olive Street (Facing West)

The existing view available from KOP 2, West McFarlane Drive and North Olive Street, is depicted on Figure 5.1-3B, KOP 2 – West McFarlane Drive and North Olive Street (Facing West). KOP 2 represents the perspective of southbound pedestrians, cyclists, and motorists at the stop sign on West McFarlane Drive at North Olive Drive, approximately 50 feet east of the Project Site boundary. Although partial views of hillsides and ridgelines are available in the background beyond the Project Site and over the perimeter wall and structures on the Project Site (see Figure 5.1-3B), these views and distant hillside features are regularly interrupted by mature ornamental trees along North Olive Street, as well as the two on-site electrical poles with overhead conduit and security lighting. Beyond the Project Site to the southwest, the light-cream-colored building exterior, yellow-roofed storage rack, and yellow crane vehicles at the adjacent off-site crane services business are visible from KOP 2.

Key Observation Point 3: North Olive Street (Facing Southwest)

As depicted in Figure 5.1-3C, KOP 3 – North Olive Street (Facing Southwest), the southwest-facing view from the northeast corner of the Project Site represents the perspective of pedestrians, cyclists, and motorists traveling south on North Olive Drive near the Project Site. As shown in Figure 5.1-3C, the immediate view includes the existing residential home; the perimeter fencing surrounding the Project Site; the existing compressor station exhaust stack, storage container, and structure; security cameras; light poles; and the gated driveway to the property north of the Project Site. In the foreground, a large industrial building and mature trees screen most of the view of the hillsides and ridgelines. There are not likely to be any stationary viewers at this viewpoint, and given the intervening distance, obstructions (e.g., trees, fencing), and land uses, views of the Project Site from KOP 3 are fleeting and relatively low quality.

Key Observation Point 4: Ventura River Trail (Trail Centerline, Facing East)

As depicted in Figure 5.1-3D, KOP 4 – Ventura River Trail (Trail Centerline Facing East), the eastward view from a section of the trail nearest to the Project Site is relatively unencumbered and extends to rolling hills in the background. KOP 3 represents the perspective of pedestrians, cyclists, and other trail-based recreationists on the Ventura River Trail near the Project Site. Although the photograph for KOP 3 was taken from the Ventura River Trail at a point approximately 300 feet west of the proposed Staging Area and approximately 550 feet west of the Project Site, the vantage point is also an approximate representation of the view available to northbound SR-33 motorists as they pass the Project area. As shown in Figure 5.1-3D, the immediate foreground of the view includes perimeter

[2] Although the rooflines of the existing Project Site storage shed and office building (view center-right) can be seen just above the fenceline, these features would be removed during a separate project completed prior to site preparation/construction activities begin for the Project and are not considered part of the baseline conditions.

chain-link fencing and the flat, gravel-covered surface of a storage yard. KOP 4 looks through chain-link fencing in the immediate foreground and features beige and white shipping containers and other construction storage materials. As previously mentioned, the view includes a continuous ridgeline of the eastern hillside in the background, which also defines the skyline. Views in the midground include scattered industrial structures, facilities, and storage areas, as well as vehicle and construction equipment parking, security lighting, and electrical poles. As there are not likely to be any stationary viewers along SR-33 or the Ventura River Trail, and given the intervening distance, obstructions (e.g., trees, fencing), and land uses, views of the Project Site from SR-33 and the Ventura River Trail are fleeting and relatively low quality.

Key Observation Point 5: Grant Park Ridgeline Trail (Facing Northwest)

Depicted in Figure 5.1-3E, KOP 5 – Grant Park Ridgeline Trail (Facing Northwest), the views from Grant Park represents the perspective of a trail-based recreationists from the ridgeline trail west of Brakey Road, approximately 360 feet amsl and 0.8 miles southeast of the Project Site. As shown in the existing conditions photo on Figure 5.1-3E, the background includes the unincorporated County hillsides to the west. Visible hillside vegetation includes a mix of natural plant communities (e.g., chaparral, oak woodland, and arroyo willow thickets) as well as orchards and windrows. Due to intervening distance, it is difficult to discern specific Project Site features from KOP 5, which presents to the viewer as a small part of a much larger cluster of development blanketing the valley floor west of SR-33 and northwest of Grant Park. Furthermore, KOP 5 is at a much higher elevations than the Project Site (which has an elevation ranging from 62 to 68 feet amsl); combined with distance, the Project Site features do not block or obstruct views from Grant Park.

5.1.1.7 Representative Photographs

High-resolution photographs taken from KOPs 1 through 5 are provided in Figures 5.1-3A through 5.1-3E. The capture time, date, and other technical details of these photographs are provided below.

Table 5.1-1. Technical Details of Photographs

Figure No.	Capture Time	Capture Date	Camera Type	Lens Focal Length	Camera Height	Direction
5.1-3A	11:06 a.m.	July 11, 2023	Nikon Z6 SLR	50 mm	Approximately 5.5 ft above ground level	Facing northwest
5.1-3B	11:11 a.m.	July 11, 2023	Nikon Z6 SLR	50 mm	Approximately 5.5 ft above ground level	Facing west
5.1-3C	11:25 a.m.	July 11, 2023	Nikon Z6 SLR	50 mm	Approximately 5.5 ft above ground level	Facing southwest
5.1-3D	11:48 a.m.	July 11, 2023	Nikon Z6 SLR	50 mm	Approximately 5.5 ft above ground level	Facing east
5.1-3E	2:03 p.m.	January 27, 2023	iPhone XS	50 mm[a]	Approximately 5.5 ft above ground level	Facing northwest

Notes: mm = millimeters; ft = feet.

[a] Image was cropped to a 40° horizontal field of view to simulate a 50 mm lens focal length.

5.1.1.8 Visual Resource Management Areas

The County's Scenic Resource Area covers approximately 55,143 acres of unincorporated land in the County, most of which is undeveloped (CNPS 2012). According to the County General Plan, the nearest Scenic Resource Area is approximately 5.3 miles northwest of the Project Site surrounding Lake Casitas (County of Ventura 2010). The Visual Resource Management (VRM) program establishes national consistency for inventorying, planning, and managing the qualities of visual resources on federal lands, specifically, lands under the administration of the U.S. Department of the Interior Bureau of Land Management (BLM) and Department of Agriculture Forest Service (USFS) (BLM 2023).[3] The are no BLM- or USFS-administered lands within or surrounding the Project area. The closest federally administered lands are within the Los Padres National Forest (under the jurisdiction of the USFS), approximately 8 miles northwest of the Project Site (USFS 2023). Therefore, there are no visual resource management areas applicable to the Project.

5.1.2 Regulatory Setting

5.1.2.1 Federal

There are no federal regulations specific to aesthetics or scenic resource protection that are applicable to the Project.

5.1.2.2 State

California Code of Regulations

Title 24: California Building Standards Code

Title 24, California Building Standards Code, consists of regulations to control building standards throughout the state. The following components of Title 24 include standards related to lighting.

Title 24, Part 1: California Building Code/Title 24, Part 3: California Electrical Code

The California Building Code (Title 24, Part 1) and the California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for pedestrian pathways, circulation ways, parking lots, and paths of egress.

Title 24, Part 6: California Energy Code

The California Energy Code (Title 24, Part 6) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment. California Energy Code Section 130.2 sets forth requirements for outdoor lighting controls and luminaire cutoff requirements. All outdoor luminaires rated above 150 watts shall comply with the backlight, uplight, and glare ratings in accordance with IES TM-15-11, Addendum A, and shall be provided with

[3] A number of states have policies or regulations regarding project siting that include visual resources, and some non-federal agencies have required or recommended processes for conducting visual resource-related projects, such as scenic resources inventories and especially visual impact assessments, but currently non-federal agencies generally do not manage visual resources through inventory of managed lands, the setting of visual resource management objectives for those lands, and the use of procedures to achieve those objective (BLM 2023). An exception is the Tahoe Regional Planning Agency, which has identified scenic resource areas in the Lake Tahoe region of California (BLM 2023).

a minimum of 40% dimming capability activated to full on by motion sensor or other automatic control. This requirement does not apply to streetlights for the public right of way, signs, or building façade lighting.

California Energy Code Section 140.7 establishes outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by the Lighting Zone, as defined in California Energy Code Section 10-114 of the California Energy Code. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3. Additional allowances are provided for Building Entrances or Exits, Outdoor Sales Frontage, Hardscape Ornamental Lighting, Building Facade Lighting, Canopies, Outdoor Dining, and Special Security Lighting for Retail Parking and Pedestrian Hardscape.

California Energy Code Section 130.3 stipulates sign lighting controls with any outdoor sign that is on during both day and nighttime hours must include a minimum 65% dimming at night. Section 140.8 of the California Energy Code sets forth lighting power density restrictions for signs.

California Public Utilities Commission

In the context of gas utility projects, California Public Utilities Commission (CPUC) General Order (GO) 177, Section VII.B states that "local jurisdictions acting pursuant to local authority are preempted from regulating gas utility facilities constructed by public utilities subject to the Commission's jurisdiction" (CPUC 2022). However, in locating such projects, GO 177 states that public utilities are required to consult with local agencies regarding land use matters (CPUC 2022). As CPUC has preemptive jurisdiction over the construction, maintenance, and operation of gas utility facilities in the state, no local discretionary permits (e.g., conditional use permits) or local plan consistency evaluations are required for the Project. However, SoCalGas would be required to obtain all applicable ministerial permits from local jurisdictions for the Project. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the authorizations that may be required for Project construction and operation.

California Public Resources Code

Section 4293 of the California Public Resources Code requires regular maintenance/trimming of trees and vegetation to manage fire and safety hazards and ensure electrical reliability.

California Scenic Highway Program

Created by the California State Legislature in 1963, the California Scenic Highway Program includes highways designated by Caltrans as scenic. The purpose of the program is to protect the scenic beauty of California highways and adjacent corridors through conservation and land use regulations. For a highway or route with "outstanding scenic qualities" to be included in the program and on the list of eligible state scenic highways maintained by Caltrans, it must first be nominated by the city or county where it is located. The nomination/eligibility process entails that a city/county identify and define the scenic corridor of the highway to better understand the extent of visual resources requiring conservation. For an eligible highway to be officially designated and included in the program, the local government with jurisdiction over lands abutting the highway must implement a scenic highway corridor protection program that safeguards the scenic appearance of the corridor. Corridor protection may be achieved through a variety of means, including regulation of land uses and intensity of development, detailed land and site planning, control of outdoor advertising, consideration of earthmoving and landscaping, and design and appearance of structures and equipment. If the local Caltrans district and Scenic Highway Program coordinators determine that the corridor protection program adequately safeguards the scenic appearance of the corridor, a recommendation to designate the highway as scenic is forwarded to the Caltrans Director (Caltrans 2008).

General Plan Action 4.37 states that the City will "[r]equest that State Route 126 and 33, and U.S. HWY 101 be designated as State Scenic Highways" (City of Ventura 2005a); however, as of March 2023, there are no officially designated scenic highways within the City (Caltrans 2023). As discussed in Section 5.1.1.2, SR-33 and U.S. Route 101 are identified by Caltrans as eligible scenic highways but to date no corridor protection programs have been implemented for segments of these highways traversing the City (Caltrans 2023). A segment of SR-33 that has been designated is approximately 14 miles north of the Project Site (Caltrans 2023).

5.1.2.3 Regional

No regional regulations specific to aesthetics or scenic resource protection are applicable to the Project.

5.1.2.4 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. GO 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.1.1.1, Landscape Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City regulations specific to aesthetics or scenic resource protection for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1 in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

City Municipal Code

Municipal Code Chapter 8.900, View Dispute Resolution Process

This chapter of the City Municipal Code establishes the right of property owners in the City to "preserve scenic views and access to sunlight free from unreasonable obstructions *caused by the growth of trees*" (*emphasis added*; City Municipal Code Section 8.900.020). As discussed in Section 5.1.1.2 under "Scenic Views and Vistas," City Municipal Code Section 8.900.030(EE) also defines a "view" and codifies the importance of views and vistas in the City as a recognized public benefit (City Municipal Code Section 8.900.010[B]). However, City Municipal Code Section 8.900.020(F) further clarifies that Chapter 8.900 does not "establish a general right of a homeowner to affect or restrict the lawful development or use … of a neighboring property under circumstances where such development or use is otherwise permitted, approved, or allowed under the provisions of the San Buenaventura Municipal Code." This chapter is primarily concerned with obstructions related to growth of trees, and not obstructions related to lawful project site development.

Municipal Code Chapter 20.150, Street Trees

The City's Tree Ordinance is codified in Chapter 20.150 of the City Municipal Code. The Tree Ordinance governs the maintenance and removal of the City's street trees. The City's Parks Division regulates all planting, pruning and removal of trees in the public right-of-way. Furthermore, property owners must obtain a permit to plant, prune or remove a tree located in a parkway or easement (City Municipal Code Chapter 20.150, Article 2). Per Municipal Code Section 10.150.160, any tree, shrub, or plant standing on private property, but overhanging or extending into any street, is dead, appears liable to fall, is dangerous or obstructive to public safety or travel must be cut down or otherwise pruned/removed in accordance with the City's nuisance abatement proceedings. The cost of removal/maintenance may be charged to the property owner responsible for the planting the tree (Municipal Code Section 20.150.120).

Municipal Code Division 24, Zoning Regulations

The Zoning Ordinance is codified as Division 24, Zoning Regulation of the City Municipal Code. The Zoning Ordinance implements the General Plan by establishing setback, parking, and sign standards; building height limits; hillside development restrictions; and building densities.

As shown Figure 5.11-2, Zoning, in PEA Section 5.11, Land Use and Planning, the zoning for the property and Staging Area located immediately adjacent to west of the Project Site is M-2 (General Industrial Zone), which supports industrial and manufacturing uses. Allowable uses within the M-2 zone include Utility or Equipment Substations, which are defined as "electrical substations, *natural gas pumping stations*, transmitters, or translators, and utility relay or monitoring facilities" (emphasis added; City Municipal Code Sections 24.115.3440 and 24.262.030).[4] The maximum height for buildings or other structure in the M-2 zone is 75 feet (City Municipal Code Section 24.262.070[C]). While there is no front setback requirement in the M-2 zone, the side setback (for buildings or structure abutting residential uses) must not be less than 10% of the width (City Municipal Code Section 24.262.090[1] and [2]). The rear setback in the M-2 zone must not be less than 20% of the depth of the lot, provided that this calculation does not exceed 20 feet (City Municipal Code Section 24.262.090[3]). Furthermore, fences, walls, and other uses of yards in the M-2 zone must comply with the yard requirements contained in City Municipal Code Chapter 24.410 (Yard Regulations).

Chapter 24.423, Lighting Standards

Lighting fixtures in the City are required to be designed and selected to avoid excessive spillage of illumination onto public right-of-way and adjacent properties, by using a subdued light source in keeping with the character of the residential neighborhood, or a hooded or shielded fixture for nonresidential properties. The City may require photometric analysis to ensure compliance with this Chapter. Furthermore, lighting improvements are subject to a an administratively approved Minor Design Review per to Municipal Code Section 24.545.030.

Hillside Management Program

The City's Hillside Management Program (HMP) ties the amount, distribution, and quality of future development to topographical, geological, and hydrological constraints to retain natural and scenic character and to minimize the danger to life and property from land sliding, erosion, fire, flooding, and water pollution (City of Ventura 1989). The HMP sets forth a slope/density formula to be used in determining the appropriate density of development in the City's Hillside Area, which includes the hillsides east of the Westside community. Although the Project Site is visible from the Hillside Area to the east, the Project is not within a Hillside Area. The closest Hillside Area is approximately 0.6 miles to the east.

City of Ventura General Plan

The following General Plan policies and actions are intended to minimize development impacts to viewsheds in the City (City of Ventura 2005a):

Policy 1B: Increase the area of open space protected from development impacts.

> Action 1.8: Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal guidelines.

[4] The "Utility or Equipment Substations" use type is permitted within the M-2 zone subject to the provisions of Chapter 24.262 of the Municipal Code, and further provided that a use permit is approved pursuant to Municipal Code Chapter 24.520.

Action 1.11: Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.

Action 3.3: Require preservation of public viewsheds and solar access.

Policy 4D: Protect views along scenic routes.

Action 4.36: Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community and its natural context.

- State Route 33
- U.S. Highway 101
- Anchors Way
- Brakey Road
- Fairgrounds Loop
- Ferro Drive
- Figueroa Street
- Harbor Boulevard
- Main Street
- Navigator Drive
- North Bank Drive
- Poli Street/Foothill Road
- Olivas Park Drive
- Schooner Drive
- Spinnaker Drive
- Summit Drive
- Telegraph Road – east of Victoria Avenue
- Victoria Avenue – south of U.S. 101
- Wells Road

Action 4.39: Maintain street trees along scenic thoroughfares, and replace unhealthy or missing trees along arterials and collectors throughout the City.

5.1.3 Impact Questions

The Project's potential impacts on aesthetics were evaluated using the impact questions set forth in Appendix G of CEQA Guidelines. There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to aesthetics (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.1-2 and discussed in more detail in Section 5.1.4, Impact Analysis.

Table 5.1-2. Checklist for Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS –Would the project:				
5.1a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
5.1b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

Table 5.1-2. Checklist for Aesthetics

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5.1c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
5.1d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

5.1.4 Impact Analysis

Methodology and Assumptions

Analysis of Selected Viewpoints

Public visibility of the site was assessed based on Project Site reconnaissance, aerial maps, existing and proposed infrastructure/components, and a visibility analysis conducted for the Project using Esri's ArcGIS 3D Analyst extension. The visibility analysis as shown in Figure 5.1-1 allowed analysts to determine conservative relative visibility of the Project Site at buildout from ground-level vantage points within the Project viewshed. As stated previously, viewshed analysis does not consider reduced visibility due to distance, intervening buildings, structures, or trees.

Scenic resources and other potential vantage points including scenic highways and public trails were identified via review of adopted plans (specifically, the City General Plan), the State Scenic Highway System managed by Caltrans, and the public database of trails maintained by the AllTrails application (i.e., alltrails.com) (City of Ventura 2005a; Caltrans 2023; AllTrails 2023). Together, these considerations were used to determine the most appropriate KOPs. Within publicly accessible areas with a high range of Project Site visibility, the vantage points with the highest "exposure potential" (e.g., higher trafficked or visited areas) or vantage points where the Project Site could be viewed together with visually sensitive resources (e.g., where the Project Site could be backdropped by natural areas or hillsides) were used to select the final KOPs. Based on this selection process, five KOPs were selected, as listed below:

- **KOP 1:** North Olive Street (Facing Northwest)
- **KOP 2:** West McFarlane Drive and North Olive Street (Facing West)
- **KOP 3:** North Olive Street (Facing Southwest)
- **KOP 4:** Ventura River Trail (Trail Centerline, Facing East)
- **KOP 5:** Grant Park Ridgeline Trail (Facing Northwest)

Existing conditions of the Project Site and vicinity as viewed from the KOPs are discussed in 5.1.1.6, Representative Viewpoints. Proposed conditions anticipated to be experienced from KOPs are discussed in this section under "Visual Changes from Key Observation Points."

Visual Simulation

As discussed under "Analysis of Selected Viewpoints," KOPs were selected based on public visibility and scenic resource considerations. The KOPs were used to create five visual simulations, provided as Figures 5.1-3A through 5.1-3E. These visual simulations consist of photorealistic 3-D models of Project features and any Project-related landform alteration within the viewshed of the KOP. Because there is no vegetation or landscaping within the fenced areas of the Project Site (except for some sparse and ruderal weedy groundcover), and as the Project would not introduce, remove, or otherwise result in any alteration of vegetation on the Project Site adjacent to the sidewalk on North Olive Street, the visual simulations depict the Project Site immediately following construction and installation of all proposed site components/equipment with no changes to the existing trees.

Analysis of Visual Change

Scenic Vistas and Resources

The analysis focuses on the evaluation of vantage points (i.e., KOPs), from which the Project Site is visible. The analysis utilizes visual simulations that provide a "before" and "after" scenario to illustrate the potential visual changes that would occur with implementation of the Project. The visual impact assessment is, therefore, based on an evaluation of the anticipated changes to existing visual resources that would result from short-term construction and long-term operation of the Project. The severity of view alteration or damage of/to a known scenic vista or resource were determined based on assumed visual prominence of construction and operations at the Project Site as experienced from available KOPs, as well as the approximate distance between the Project Site and scenic resource (or KOP), the estimated duration of view exposure, and the presence (or lack thereof) of comparable development, and visual contrasts in the viewshed. A potentially significant impact related to a scenic vista or resource would occur if, due to proposed characteristics of Project components (e.g., bulk, scale, lighting, glare) or site location, the Project would be visible and would result in the substantial alteration (either through a substantial blockage or interruption) of a scenic vista, or if development of the Project would substantially alter or disturb a defined scenic landscape resource (such as a ridgeline) or damage a scenic resource within visual range of a state scenic highway.

Visual Changes from Key Observation Points

The existing conditions for KOPs 1 through 5 are provided in Section 5.1.1.6, Representative Viewpoints. A description of visual change for each selected KOP under Project conditions is provided below.

Key Observation Point 1: North Olive Street (Facing Northwest)

The future Project conditions as viewed from KOP 1 are illustrated in Figure 5.1-3A (see visual simulation graphic). The existing pale-blue compressor building (view right) would remain operational for approximately 1 year after the operation of the new compressor station, after which the existing compressor station and associated equipment would be decommissioned. Following decommissioning, the plant would be dismantled and demolished, leaving only the building foundations in place. The proposed 10,458-square-foot neutral-beige-painted compressor building and new office building and warehouse buildings are visible from KOP 1. As experienced from KOP 1, the proposed

bulk and scale of the compressor building and warehouse would be comparable to that of the existing compressor building and existing white siding exterior structure to the north of the Project Site (i.e., the structure at 300 West Stanley Avenue). The new compressor building would be approximately 52.5 feet high and as viewed from close vantage points, including KOP 1, the building would partially obstruct the existing view of the distant hillsides to the west (view center left). Directly adjacent to the new compressor building would be two new exhaust stacks. The narrow pipes associated with the exhaust stacks would be 64 feet tall, thereby exceeding the height of the building by approximately 12 feet. Given the angle of the viewer towards these structures, neither the new compressor building nor the new thin 64-foot-high exhaust stacks (seen in the midground in front of the new compressor building) would entirely block views of the hillside terrain or ridgeline, which (as illustrated in Figure 5.1-3A) would remain visible. Further, the new 62.5-foot-tall blowdown stack (located to the southeast of the existing compressor building) would be 8 feet in diameter and would be painted in a similar shade of neutral beige as the proposed compressor building and existing blowdown stack, and would be seen adjacent to the smaller existing blowdown stack (view right), which would be removed approximately 1 year after commencement of operations of the new facility. The proposed blowdown stack would negligibly obstruct views of the hillsides when compared to the existing trees along the Project Site's North Olive Street frontage (view right). Further, the adjacent off-site property to the north includes a utility tower that far exceeds the height and visibility of the proposed blowdown stack.

Key Observation Point 2: West McFarlane Drive and North Olive Street (Facing West)

The Project conditions as viewed from KOP 2 are illustrated in Figure 5.1-3B. The existing electrical poles and conduit would be replaced by two new 38-foot-tall electrical poles and conduit, which would be similar to the existing poles and industrial character of the site and would not result in any substantial visual changes.[5] From this angle, the proposed neutral-beige office and warehouse building could be seen above the perimeter fencing, partially obscured by trees along North Olive Street (view center left). The proposed compressor building and exhaust stacks would partially obstruct views of the hillsides to the east, although the ridgeline is still visible above the roofline.

Key Observation Point 3: North Olive Street (Facing Southwest)

The Project conditions as viewed from KOP 3 are illustrated in Figure 5.1-3C. The existing perimeter fence, light poles, and security cameras would remain and would not result in any substantial visual changes to the Project Site. From this angle, the proposed neutral-beige compressor building and blowdown stack would be seen from this KOP; however, views of those structures would be partially obscured by the perimeter fence and large trees (view center left). The proposed compressor building and blowdown stack would partially obstruct views of the hillsides to the east.

Key Observation Point 4: Ventura River Trail (Trail Centerline, Facing East)

The Project conditions as viewed from KOP 4 are illustrated in Figure 5.1-3D. The neutral beige compressor building, blowdown stack, and several other ancillary features are observable through and above the chain-link fencing and across the adjacent storage yard. The proposed block-wall fence along the western Project Site perimeter partially obstructs the lower elevations of proposed and existing structures. Although the proposed compressor building (and blowdown stack) partially obstructs the hillsides, the ridgeline is still visible.

Key Observation Point 5: Grant Park Trail (Facing Northwest)

The Project conditions as viewed from KOP 5 are illustrated in Figure 5.1-3E. The neural beige of the compressor building is roughly distinguishable in the center-left midground of the figure. However, as evidenced by the provided

[5] The provided visual simulation does not model the proposed replacement poles and conduit.

visual simulation, due to the surrounding urban development, distance, and elevation differences, the Project features would not result in any observable visual changes or view obstructions (as viewed from KOP 4) compared to baseline conditions.

Zoning or Other Regulations Governing Scenic Quality

California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." According to the U.S. Census Bureau, the City had a 2010 population of 106,433 residents and a 2020 population of 110,763 (U.S. Census Bureau 2021). Therefore, this analysis considers whether the Project would conflict with applicable zoning or other regulations governing scenic quality.

Lighting, Marking, and Glare

Light pollution is present in and around the City, particularly in the vicinity of development, but it is still fairly localized. The Project Site and surrounding area are urban and include outdoor lighting associated with development. Nighttime illumination is currently generated by streetlights and vehicular lights associated with SR-33 and other roadways, as well as existing industrial, commercial, and residential uses. The Project would include installation of new and replacement outdoor lighting for safety and security purposes, similar to existing Project Site conditions.

The nearest airport to the Project Site is the Oxnard Airport, which is located approximately 8 miles southeast of the site. According to the Oxnard Airport Master Plan, the Project Site is not located within any designated airport safety areas (County of Ventura 2004). As such, the Project Site is not located within any airport land use plan areas. As such, no Project Site features would require lighting and marking based on flight patterns and Federal Aviation Administration or military requirements.

Glare is created by exterior building materials, surface paving materials, and vehicles traveling or parked on roads and driveways. Any highly reflective façade materials are of particular concern, as buildings reflect sunlight. These façade materials could include highly polished metal siding, large windows (e.g., floor to ceiling windows), or even brightly colored paint. There are no buildings, structures, or other facilities on the Project Site or surrounding area that standout as particularly glare inducing. As discussed in Chapter 3, Project Description, proposed surface colors, textures, and light reflectivity of proposed buildings and facilities would match the non-reflective, neutral beige of existing features. Proposed buildings and facilities would be painted with a high-performance, non-reflective color coating system that has superior resistance to ultraviolet radiation, chalking, and chemical degradation.

5.1a) Would the project have a substantial adverse effect on a scenic vista?

Less-Than-Significant Impact. CEQA requires that the Project be evaluated as to whether its implementation has a substantial adverse effect on a scenic vista. As discussed in Section 5.1.1.2, the City Municipal Code defines a "view" as "[a] vista of features, including, but not limited to, bodies of water, beaches, coastline, islands, skylines, ridges, hillside terrain, canyons, geologic features, mountains, and landmarks" (City Municipal Code Section 8.900.030[EE]). Furthermore, the 2005 Ventura General Plan states that the hillsides in and adjacent to the City "provide residents and visitors with scenic vistas" (City of Ventura 2005a). For the purposes of this analysis, a "designated scenic vista" is an area offering a distant public view for which an agency or department actively manages the scenic vista to maintain or

protect the public view by providing public access, information, safety, and protection of resources (e.g., signage, kiosk, parking area, safety fencing/rails). In accordance with the criteria established above, the Grant Park scenic vista (i.e., KOP 5) is considered a designated scenic vista, as the City actively manages this area to maintain or protect the public view.

An "identified scenic vista" is an area offering a distant public view that is not actively managed by any entity, but still offers a public view along or through an opening or corridor that is recognized and valued for its scenic quality. The views available from KOPs 1, 2, 3, and 4 offer public views of the distant hillsides and agricultural areas to the east or west of the Project Site. Hillsides and agricultural resources are identified in the General Plan and Municipal Code as scenic resources and vistas that provide a public benefit. Furthermore, per General Plan Action 4.36 (discussed in Section 5.1.2.4, Regulatory Setting – Local), development along SR-33 is required to "respect and preserve views of the community and its natural context" (City of Ventura 2005a). In accordance with the criteria established above, views from KOPs 1, 2, 3, and 4 are considered identified scenic vistas for the purposes of this analysis.

Construction

Project-related construction activities would require the use of construction equipment and storage of materials in the Development Area. Site activities including (but not limited to) rough and precise grading, utility trenching, pouring of foundations, and forming of building forms and frames would not fundamentally alter the visual character of the Project Site, which is currently developed and supports an existing compressor station and associated equipment/operations. The presence of construction equipment, in-progress building structures, and stockpiled materials would not introduce features that are aesthetically out of character with the existing setting, which includes industrial development and storage areas on and adjacent to the Project Site, in accordance with applicable City zoning (i.e., M-2).

Large equipment would be delivered during off-peak traffic hours and/or during evening hours to minimize traffic interruptions. Thus, temporary, portable lighting may be required in the Development Area to illuminate construction activities. However, in accordance with CPUC Recommended Environmental Measure CPUC-AES-1 (Aesthetics Impact Reduction during Construction; provided in Section 5.1.7.1, CPUC Recommended Environmental Measures), any construction lighting would be directed away from residential areas and have shields to prevent light spillover effects. Furthermore, CPUC-AES-1 would ensure that the Project Site would be maintained in a clean and orderly state during construction, and construction staging areas (i.e., the Staging Area) would be sited away from public view where possible. Upon completion of Project construction, the Staging Area and temporary work areas would be returned to pre-Project conditions. Therefore, Project construction would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

Operation

The Project conditions as viewed from the five KOPs are described above under "Visual Changes from Key Observation Points." As illustrated in Figure 5.1-3A through 5.1-3E, the Project would involve construction of a new compressor building and associated exhaust stacks, blowdown stack, office building, and warehouse building, as well as associated interconnection piping and ancillary structures. The new office building and warehouse buildings would be relatively low-profile, single-story structures. As illustrated in Figure 5.1-3A, the existing perimeter fencing would screen the bulk of the warehouse and office buildings from viewers along North Olive Street or West McFarlane Drive (see KOP 1, KOP 2, and KOP 3). As viewed

from SR-33 or the Ventura River Trail, views of the new office and warehouse buildings would be obstructed by existing chain link fencing, storage units, and equipment, as well as the proposed block-wall fencing along the Project Site's western perimeter and would not result in a new or significant view blockages or interruptions to the distant hillsides to the east of the Project Site (see KOP 4).

As illustrated in Figures 5.1-3A through 5.1-3D, Project structures would partially block views of the distant hillsides available from North Olive Street, West McFarlane Drive, the Ventura River Trail, and SR-33; however, ridgeline views would remain intact. Furthermore, the scenic vistas of the hillsides available from KOP 1, 2, 3, and 4 are not static or limited to a particular vantage point. For example, scenic vistas along SR-33 are available to motorists traveling at highway speeds, and the relatively low-quality view of the Project Site from SR-33 would be experienced within the viewshed for less than a minute. Although pedestrians and cyclists along the Ventura River Trail and North Olive Street would travel at a much slower speed, potentially pausing to rest or take in the available views, pedestrians and cyclists would still experience the scenic viewshed of the distant hillsides as a whole and would not be limited to a single vantage point. Therefore, although the proposed compressor station building and blowdown stack would result in a partial obstruction of select hillside views (as illustrated in Figures 5.1-3A through 5.1-3D), the effect would not be substantially adverse. Anticipated viewers would be mobile, experiencing the proposed compressor station building and blowdown stack as a momentary interruption in the available view, with the majority of the Project Site allowing for clear unobstructed views through the property, and the facility would be in line with the character and size of the adjacent industrial land uses.

Finally, as discussed above and illustrated in Figure 5.1-3E, although viewers from the Grant Park scenic vista point may be in a fixed location for an extended period to take in the available panoramic views of the City, hillsides, and coastlines, the Project would not result in any significant visual changes (see KOP 5) compared to baseline conditions. The distant view of the Project Site as part of the broader Westside community would still present as a continuous wash of urban development along the valley floor area of the City east of SR-33. This is due to the intervening distance of approximately 0.8 miles and relative difference in elevation (i.e., approximately 65 to 68 feet amsl on the Project Site and approximately 350 feet amsl at KOP 5) between the Project Site and KOP 5 in Grant Park.

Therefore, Project operation would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

5.1b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As discussed in Section 5.1.1.2, both U.S. Route 101 and SR-33 are eligible state scenic highways where they traverse the City. Due to distance and the presence of intervening terrain, vegetation, and development, the Project Site is not visible from U.S. Route 101, and as such, would not damage any scenic resources as experienced from U.S. Route 101. The Project Site is visible from SR-33, which is located approximately 400 feet west of the proposed Staging Area and 600 feet west of the Project Site (Caltrans 2023a). Scenic resources within view of SR-33 in the Project Site vicinity include trees, vegetation, and agricultural areas in the hillsides to the west, the adjacent Ventura River corridor, distant hillsides to the east (including Grant Park), and, further south, the Pacific Ocean and coastline. However, the Project would be operated within the limits of the Project Site, with no off-site construction activities, would not have the potential to damage any of these scenic resources. As discussed in PEA Section 5.5, Cultural Resources, there are no historical resources on or in proximity to the Project Site. The Project Site is fully

developed and does not support any rock outcroppings or other natural areas. The closest Hillside Area is approximately 0.6 miles to the east, and the Development Area is separated from the Ventura River by existing industrial development (and SR-33) to the west, resulting in no direct connection to the river. Although there are ornamental trees located adjacent to the sidewalk on North Olive Street, the Project would not impact or otherwise alter these trees. Other scenic resources in the area (e.g., hillsides, the Ventura River) are too far removed from the Project Site to be affected by the Project. Therefore, Project would not have the potential to damage substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impacts would occur.

5.1c) Would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. As discussed in Section 5.1.2.2, Regulatory Setting – State, CPUC has preemptive jurisdiction over the construction, maintenance, and operation of gas utility facilities in the state based on General Order 177 (CPUC 2022). Thus, no local discretionary permits or local zoning consistency evaluations are required for the Project. However, SoCalGas would be required to obtain all applicable ministerial permits from local jurisdictions for the Project (refer to Section 2.3.1 of this PEA). Furthermore, SoCalGas has considered local zoning and other regulations in the design of the Project, including policies and provisions set forth in the City General Plan and Municipal Code governing scenic quality. The Project's potential to conflict with these local provisions is discussed below for informational purposes.

Municipal Code Chapter 8.900, View Dispute Resolution Process

This chapter establishes the right of property owners in the City to "preserve scenic views and access to sunlight free from unreasonable obstructions caused by the growth of trees" (City Municipal Code Section 8.900.020). The Project does not include planting any new trees on or adjacent to the Project Site. Existing on-site trees located outside the fenced portion of the site (along the sidewalk of North Olive Street) would continue to be maintained, as under existing conditions. Therefore, the Project would not conflict with Municipal Code Chapter 8.900.

Municipal Code Division 24, Zoning Regulations

As discussed in Section 5.1.2.4, the zoning for the Development Area is M-2, which supports the existing and Project Site uses as a natural gas compressor station (e.g., "a Utility or Equipment Substation," per City Municipal Code Sections 24.115.3440 and 24.262.030). The M-7 zone has a maximum height restriction of 75 feet (City Municipal Code Section 24.262.070[C]). As discussed in Chapter 3, Project Description, the tallest Project Site components are the two new 64-foot-tall exhaust stacks and the 62.5-foot-tall blowdown stack (illustrated in Figure 5.1-3A). Therefore, the Project Site would not conflict with the applicable height restrictions for M-2 zoning. Furthermore, in accordance with the City's lighting standards (City Municipal Code Chapter 24.243), all Project lighting would be shielded downward toward the facility to minimize light spillage and would comply with all applicable Title 24 requirements (discussed in Section 5.1.2.2). Therefore, the Project would not conflict with the City's lighting standards.

Hillside Management Program

The City's HMP regulates development in the City's Hillside Areas. There are no Hillside Areas on or adjacent to the Project Site. The closest Hillside Area is approximately 0.6 miles to the east and would not be impacted by Project construction or operation. Therefore, the Project would not conflict with the HMP.

City of Ventura General Plan

As discussed in Section 5.1.2.4, the General Plan includes policies and actions intended to minimize development impacts to viewsheds and scenic resources in the City. In accordance with Policy 1B, Action 1.8, and Action 1.11, the Project construction and operation would not impact any open space or natural areas (i.e., the Ventura River or hillsides areas). Regarding Action 3.3 ("Require preservation of public viewsheds and solar access"), Policy 4D ("Protect views along scenic routes"), and Action 4.36 (identifying SR-33 as an important view corridor), as discussed in Sections 5.1a and 5.1b, the Project would not result in any substantial adverse impacts to scenic vistas and would not damage any scenic resources within view of SR-33. Although the proposed compressor building would partially obstruct an existing distant views of the hillsides to the west, the proposed bulk, height, and orientation of the compressor building and other Project Site features would not conflict with applicable M-2 zoning, which allows for construction and operation of compressor station facilities and has a maximum height of 75 feet. Because the maximum height of any Project feature is 64 feet, the Project would not exceed the allowable height for the M-2 zone. Further, the two relevant exhaust stacks have very thin piping profiles, and are adjacent to the proposed compressor station building, which is well below the maximum height allowed by the M-2 zone. Finally, regarding Action 4.39, the Project would not remove or damage any street trees. Therefore, the Project would not conflict with General Plan policies and actions intended to minimize impacts to viewsheds and scenic resources in the City.

Conclusion

For the reasons discussed above, the Project would not conflict with applicable M-2 zoning, or other regulations governing scenic quality in the City, including the General Plan policies and actions intended to minimize impacts to viewsheds. No impacts would occur.

5.1d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Less-Than-Significant Impact. Lighting is of most concern when it may spill over or trespass from a property onto sensitive surrounding land uses, such as residential properties, resulting in a potential nuisance. Nighttime illumination is currently generated by streetlights and vehicular lights associated with SR-33, North Olive Street, and other roadways, as well as existing Project Site development and adjacent development. As discussed above in Section 5.1a, occasional evening or nighttime construction work may require the use of temporary, portable lighting in the Development Area to illuminate construction activities. Due to the nature of construction, vehicles and equipment would move around the site as individual phases of construction activity are completed. Thus, the temporary use of lighting in one particular area would not occur for an extended duration. Furthermore, in accordance with CPUC-AES-1 (refer to Section 5.1.7.1), any construction lighting would be directed away from residential areas and would have shields to prevent light spillover effects. During construction, windows and exteriors of construction vehicles and equipment would represent negligible sources of potential localized glare in line with existing conditions that would be visible elsewhere in the visual landscape of an urban environment. Due to the limited use of construction lighting in compliance with CPUC-AES-1 and applicable regulations related to lighting, as well as the use of non-reflective building materials, the Project would not adversely affect daytime views in the area, and short-term construction light and glare impacts would be less than significant.

Operation

Less-Than-Significant Impact. As discussed above, the Project Site is in an urban area with existing sources of nighttime illumination on and adjacent to the Project Site, including vehicle, safety, and security lighting. As discussed in Chapter 3, all lighting for the new Project would be for safety and security purposes only and shielded downward toward the facility to minimize light spillage. In addition, as previously discussed in Section 5.1.2.2, Title 24 (e.g., the California Building Code) has several development standards to control lighting. In accordance with Title 24, the Project would be required to incorporate lighting with minimum light intensities for parking lots and paths of egress for safety and wayfinding.

All exterior lighting would be in compliance with the applicable Title 24 requirements, including California Building Code and Energy Code provisions. Proposed surface colors, textures, and light reflectivity of proposed facilities and materials would match the neutral beige of the existing Project Site buildings and structures (see Figures 5.1-3A and 5.2-1E). In addition, the buildings would be painted with a high-performance color coating system that has superior resistance to ultra-violet radiation, chalking, and chemical degradation, ensuring a durable finish. Ultimately, lighting and glare conditions under the Project would be similar to existing conditions and would not represent a substantial change. Therefore, the Project would not represent a new source of substantial light and glare, and impacts would be less than significant.

5.1.5 Mitigation Measures

Less-than-significant or no impacts would occur as a result of the Project; therefore, no mitigation is required.

5.1.6 Level of Significance Summary

The Project would have a less-than-significant impact on a scenic vista.

The Project would have no impact related to damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The Project would have no impact related to conflicts with applicable zoning and other regulations governing scenic quality.

The Project would have a less-than-significant impact related to the creation of a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

5.1.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

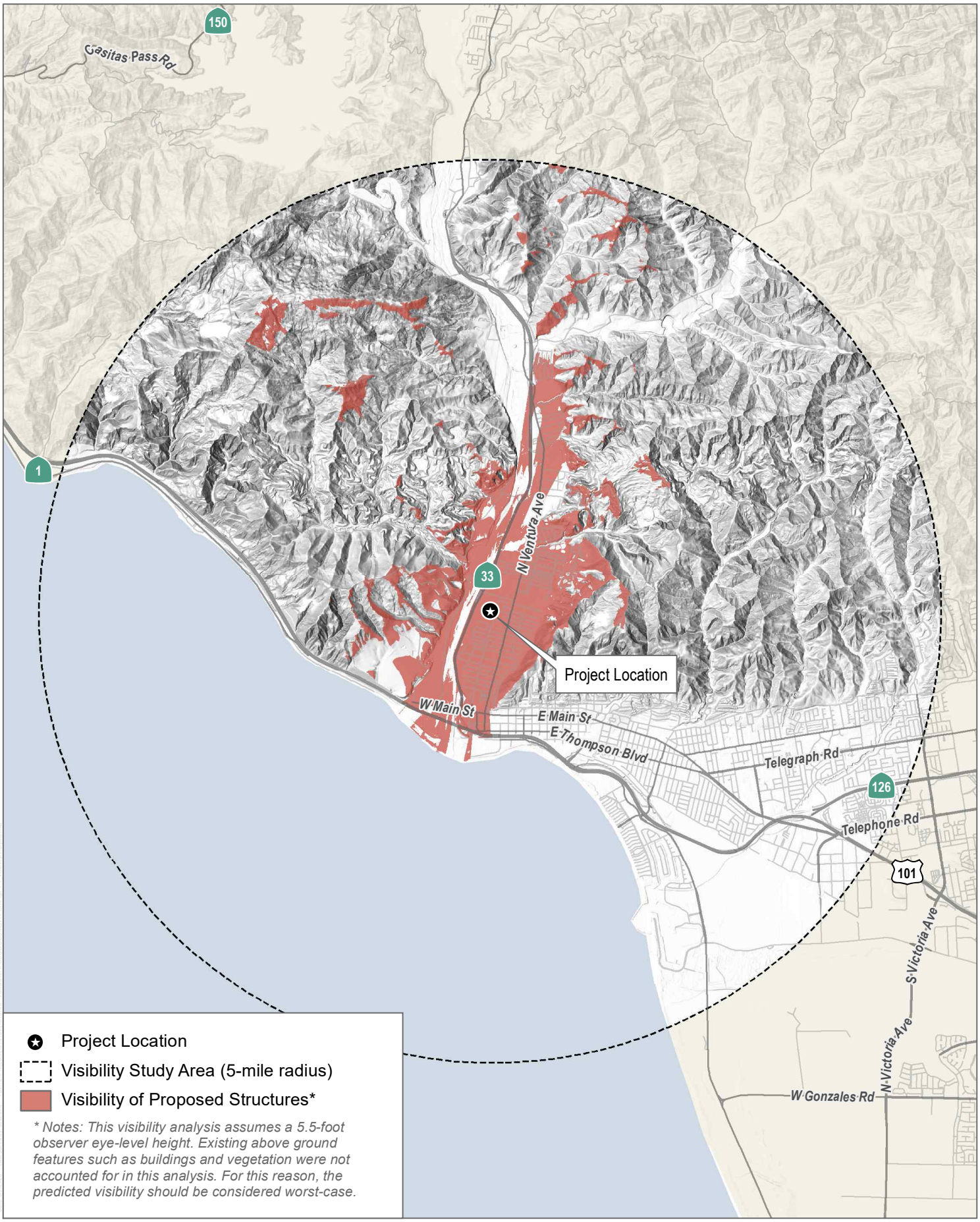
5.1.7.1 CPUC Recommended Environmental Measures

CPUC-AES-1 Aesthetics Impact Reduction during Construction. The Project Site shall be maintained in a clean and orderly state. Construction staging areas shall be sited away from public view where practicable. Nighttime lighting shall be directed away from residential areas and have shields to

prevent light spillover effects. Upon completion of Project construction, Project staging and temporary work areas shall be returned to pre-Project conditions, including regrading of the site and revegetation or repaving of disturbed areas to match pre-existing contours and conditions.

5.1.7.2 Project Best Management Practices

Impacts associated with aesthetics would be less than significant and no best management practices are required.



SOURCE: USGS National Hydrography Dataset

DUDEK

0 3,750 7,500 Feet

FIGURE 5.1-1

Visibility Analysis

Ventura Compressor Station Modernization Project

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SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 350 700 Feet

FIGURE 5.1-2

Key Observation Points

Ventura Compressor Station Modernization Project

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KOP 1 - Existing Conditions

KOP 1 - Proposed Project Conditions

SOURCE: DUDEK 2023

FIGURE 5.1-3A

KOP 1 – North Olive Street (Facing West)

Ventura Compressor Station Modernization Project

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KOP 2 - Existing Conditions

KOP 2 - Proposed Project Conditions

SOURCE: DUDEK 2023

FIGURE 5.1-3B

KOP 2 – West McFarlane Drive and North Olive Street (Facing West)

Ventura Compressor Station Modernization Project

DUDEK

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KOP 3 - Existing Conditions

KOP 3 - Proposed Project Conditions

SOURCE: DUDEK 2023

FIGURE 5.1-3C

KOP 3 – North Olive Street (Facing Southwest)

Ventura Compressor Station Modernization Project

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KOP 4 - Existing Conditions

KOP 4 - Proposed Project Conditions

SOURCE: DUDEK 2023

FIGURE 5.1-3D

KOP 4 – Ventura River Trail (Trail Centerline, Facing East)

Ventura Compressor Station Modernization Project

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KOP 5 - Existing Conditions

KOP 5 - Proposed Project Conditions

SOURCE: DUDEK 2023

FIGURE 5.1-3E

KOP 5 – Grant Park Ridgeline Trail (Facing Northwest)

Ventura Compressor Station Modernization Project

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5.2 Agriculture and Forestry Resources

This section describes existing conditions and potential impacts on agriculture and forest resources as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is based on publicly available data and reports from the County of Ventura (County), the City of Ventura (City), and the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP). Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.2.1 Environmental Setting

5.2.1.1 Agriculture Resources

Department of Conservation Farmland Mapping and Monitoring Program

Pursuant to Section 65570 of the California Government Code, the DOC FMMP produces maps and statistical data for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status (DOC 2022a). FMMP maps are updated every 2 years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance (DOC 2022a). FMMP designations illustrated on the Important Farmland Maps include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-Up Land, and Other Land.

The 8.42-acre Project Site is located on Assessor's Parcel Number 068-0-142-030 at 1555 North Olive Street in the City of Ventura, slightly east of State Route 33. A 2.53-acre off-site Staging Area, when combined with the Project site, totals approximately 11 acres (i.e., the Development Area). According to the FMMP, the Development Area is located on Urban and Built-Up Land and is not located on agricultural land (DOC 2022b). The nearest agricultural land is Unique Farmland located approximately 0.33 miles west of the Project Site (DOC 2022b).

2005 Ventura General Plan

According to the City's General Plan Land Use Map, the Project Site has a land use designation of Industry (City of Ventura 2019). The nearest portion of the City with an Agriculture land use designation is located along the eastern and western banks of the Ventura River, which is approximately 0.70 miles southwest of the Project Site (City of Ventura 2019). The Project Site is zoned as M-2 (General Industrial) and does not contain any lands zoned for agricultural use on the site or within its immediate vicinity, including the Staging Area west of the Project Site (City of Ventura 2022a). Additionally, according to the City's General Plan Environmental Impact Report (EIR), neither the Project Site nor its immediate surroundings are under a Williamson Act contract (City of Ventura 2005a). As noted above, the FMMP designates the Development Area and its immediate surrounds as being located on Urban and Built-Up Land. Therefore, the Development Area and its immediate surroundings are not within agriculturally designated lands nor under a Williamson Act contract, consistent with the City's 2005 General Plan (City of Ventura 2005a).

5.2.1.2 Forestry Resources

Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (California Public

Resources Code Section 12220[g]). Timberland is defined as "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees" (California Public Resources Code Section 4526). Furthermore, a timberland production zone (TPZ) is defined as "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses" (California Government Code Section 51104[g]).

As previously discussed, the Development Area is located in an urban and built-up area and does not contain forest land as defined by California Public Resources Code Section 12220(g), nor does it contain timberland as defined by California Public Resources Code Section 4526. Additionally, the Development Area has not been zoned pursuant to California Government Code Section 51112 or 51113, and it is not a TPZ.

5.2.2 Regulatory Setting

5.2.2.1 Federal

There are no federal regulations that pertain to farmland and forestry resources that would apply to the Project.

5.2.2.2 State

Department of Conservation Farmland Mapping and Monitoring Program

Pursuant to California Government Code Section 65570, the FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources (DOC 2022a). The FMMP uses the U.S. Department of Agriculture's National Resource Conservation Service soil survey and digital soil data (gSSURGO) to inform its rating system and to compile what are known as Important Farmland Maps, which illustrate the distribution of FMMP ratings across the state (DOC 2022c). The classification system used to develop Important Farmland Maps is based on technical soil ratings and current land use. Most public land areas, such as National Forests and Bureau of Land Management holdings, are not mapped by the U.S. Department of Agriculture (DOC 2022d).

Per Section 21060.1 of the California Environmental Quality Act (CEQA) statute, the FMMP ratings are used to help determine what does and does not qualify as agricultural land pursuant to CEQA. The FMMP ratings are as follows (DOC 2022d):

- **Prime Farmland.** Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance.** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland.** Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

- **Farmland of Local Importance.** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. The County identifies Farmland of Local Importance as producing lands that would meet the standard criteria for Prime or Statewide but are not irrigated.
- **Grazing Land.** Land on which the existing vegetation is suited to the grazing of livestock.
- **Urban and Built-Up Land.** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land.** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is also mapped as Other Land.

For environmental review purposes under CEQA, the FMMP categories of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland constitute agricultural land (California Public Resources Code Section 21060.1). The remaining categories are used for reporting changes in land use as required for FMMP's biennial farmland conversion report (DOC 2022d). As illustrated in Figure 5.2-1, Agriculture Resources, the Project Site includes Urban and Built-Up Land (DOC 2022b).

California Land Conservation Act (Williamson Act)

The Williamson Act (California Government Code Sections 51200–51297.4) provides tax incentives to retain prime agricultural land and open space in agricultural use and was enacted to slow conversion of agricultural land and open space to urban development. The Williamson Act requires a 10-year contract between the County and landowners who enter into contracts with local government for long-term use restrictions on qualifying agricultural and open space land. As stated in Section 5.2.1, Environmental Setting, according to the City's General Plan EIR, the Project Site is not located on land that is under a Williamson Act Contract (City of Ventura 2005a).

California Public Resources Code

The California Public Resources Code defines forest land and timberland resources, as provided below:

California Public Resources Code Section 12220(g). "Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

California Public Resources Code Section 4526. "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

As discussed in Section 5.2.1, zoning of the Project Site does not permit the management of forestry resources, and the site Is not available for timber production. Therefore, pursuant to California Public Resources Code Sections 12220(g) and 4526, the Project Site does not contain any forest land or timberland.

California Government Code

The California Government Code provides the following definition for timberland production zone:

California Government Code Section 51104(g). "Timberland production zone" or "TPZ" means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

The Project Site does not contain any timberland (as discussed in Section 5.2.1) and has not been zoned pursuant to California Government Code Section 51112 or 51113. Therefore, the Project Site is not a TPZ.

5.2.2.3 Local

California Public Utilities Commission (CPUC) decisions, as well as California courts, have confirmed the CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because the CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.2.1, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

City of Ventura Zoning Regulations

The Development Area has a zoning designation of M-2. This zoning designation encourages "intensive manufacturing, processing, warehousing and similar uses, as well as light, clean industries and support offices" (City of Ventura 2005b). According to Section 24.262.030 of the City's Municipal Code, M-2 zoning allows for uses that include Utility or Equipment Substations, defined in Section 24.115.3440 in the City's Municipal Code as "electrical substations, natural gas pumping stations, or translators and utility relay or monitoring facilities" (City of Ventura 2022b). As discussed in Chapter 24.262 of the City's Municipal Code, agricultural uses, including forestry, are not permitted in the M-2 zone, nor are there any use permits that would allow for agricultural uses within the M-2 zone.

City of Ventura General Plan

The 2005 Ventura General Plan is a document prepared by the City that seeks to guide future conservation and change (City of Ventura 2005b). The City's General Plan, in coordination with the City's Development Code and a variety of other mechanisms shape the future of Ventura. The General Plan seeks to improve the environment; economy; planning, design, and circulation; social activity; and collaboration in the City. The City's General Plan contains a number of goals, policies, and actions that are applicable to the City's agricultural and forestry resources. Because the Project Site is not located on or near agricultural or forestry lands, however, these goals, policies, and actions are not relevant to the Project.

5.2.3 Impact Questions

The Project's potential impacts on agriculture and forestry resources were evaluated using the significance criteria set forth in Appendix G of the CEQA Guidelines. There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to agriculture and forestry resources (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.2-1 and discussed in more detail in Section 5.2.4, Impact Analysis.

Table 5.2-1. Checklist for Agriculture and Forestry Resources

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FORESTRY 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. 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:				
5.2a)	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?	☐	☐	☐	☒
5.2b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
5.2c)	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))?	☐	☐	☐	☒
5.2d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
5.2e)	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?	☐	☐	☐	☒

5.2.4 Impact Analysis

5.2a) Would the project 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?

No Impact. As mentioned in Section 5.2.1, according to the DOC, the Development Area is located on Urban and Built-Up Land, and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2022b). The nearest agricultural land according to the FMMP is Unique Farmland located approximately 0.33 miles west of the Project Site, as shown in Figure 5.2-1. As such, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use and therefore no impact would occur.

5.2b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As previously discussed, the Development Area is located on land with a land use designation of Industry and is zoned as M-2 (City of Ventura 2022a). According to the City's General Plan and Section 24.262.030 of the City's Municipal Code, agricultural use is not permitted in areas within these zoning and land use designations (City of Ventura 2005b, 2022b). Additionally, according to the City's General Plan, neither the Project Site nor its immediate surroundings, including the Staging Area, is located on land that is under a Williamson Act contract (City of Ventura 2005b). Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impact would occur.

5.2c) Would the project 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))?

No Impact. As discussed in Section 5.2.2, Regulatory Setting, the Development Area's zoning designation of M-2 and land use designation of Industry do not permit the management of forestry resources, and the site is not available for timber production (City of Ventura 2005b). Additionally, the Development Area has not been zoned pursuant to California Government Code Section 51112 or 51113 and is therefore not a TPZ. As such, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and no impact would occur.

5.2d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Development Area is located on a fully developed site with existing industrial uses. The Project Site does not support forest land under existing conditions. Therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

5.2e) Would the project 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?

No Impact. The Development Area is not located on or adjacent to any parcels identified as Important Farmland or forestland (DOC 2022b). In addition, the Project would not involve changes to the existing environment that would result in the indirect conversion of Important Farmland or forestland located away from the Project Site. Therefore, no impact would occur.

5.2.5 Mitigation Measures

No impacts would occur as a result of the Project; therefore, no mitigation is required.

5.2.6 Level of Significance Summary

The Project would have no impact related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use.

The Project would have no impact related to a conflict with existing zoning for agricultural use or a Williamson Act contract.

The Project would have no impact related to a conflict with existing zoning for, or cause rezoning of, forest land (as defined in California Public Resources Code Section 12220[g]), timberland (as defined by California Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by California Government Code Section 51104[g]).

The Project would have no impact related to the loss of forest land or conversion of forest land to non-forest use.

The Project would have no impact related to 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.

5.2.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement avoidance and minimization measures as appropriate as part of its efforts toward compliance with applicable rules and regulations.

5.2.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that are applicable to agriculture and forestry resources.

5.2.7.2 Project Best Management Practices

No Project impacts associated with agriculture and forestry resources would occur; therefore, no best management practices are required.

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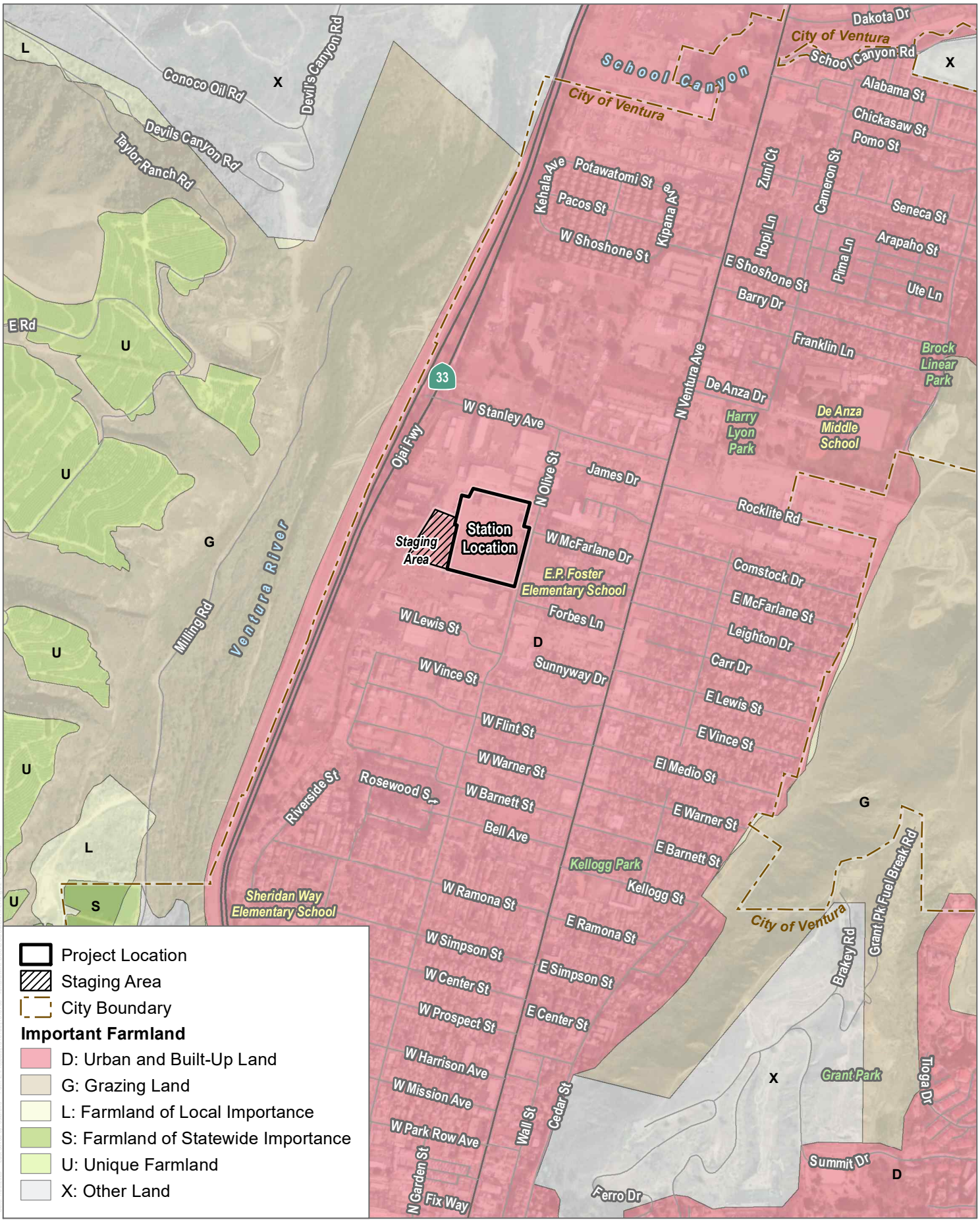

SOURCE: Esri and Digital Globe, Open Street Map, CA Dept. of Conservation Important Famland, 2018

DUDEK

FIGURE 5.2-1

Agriculture Resources

Ventura Compressor Station Modernization Project

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5.3 Air Quality

This section describes existing conditions and potential impacts on air quality as a result of construction, operation, and maintenance of the proposed Ventura Compressor Station Modernization Project (Project). Information contained in this section is based on a technical study prepared for the Project that is provided as follows:

- Appendix B, Ventura Compressor Station Modernization Project Air Quality and Greenhouse Gas Emissions Technical Report (Air Quality and GHG Technical Report), prepared by Yorke Engineering, LLC

Air quality-related emissions calculations and modeling files referenced in this section will be submitted separately to California Public Utilities Commission (CPUC) staff. Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.3.1 Environmental Setting

5.3.1.1 Air Quality Plans

The 8.42-acre Project Site, at 1555 North Olive Street (Assessor's Parcel Number 068-0-142-030) in the City of Ventura (City) west of State Route 33, is located in the South Central Coast Air Basin (Basin), which covers San Luis Obispo, Santa Barbara, and Ventura Counties. The Ventura County Air Pollution Control District (VCAPCD) monitors and regulates the local air quality in Ventura County (County) and develops the Air Quality Management Plan (AQMP).

Health-based National Ambient Air Quality Standards (NAAQS) have been established pursuant to the Clean Air Act by the U.S. Environmental Protection Agency (EPA) and California Ambient Air Quality Standards (CAAQS) have been established by the California Air Resources Board (CARB) as shown in Table 5.3-1. Attainment of the NAAQS and CAAQS protects the public, including sensitive receptors. It is the responsibility of VCAPCD to ensure that the NAAQS and CAAQS are achieved and maintained in Ventura County. When the federal standards are exceeded, the Clean Air Act requires that an AQMP be developed to identify control measures and demonstrate how compliance with the ambient air quality standards will be achieved.

The Ventura County Air Pollution Control Board adopted the 2022 Ventura County AQMP on December 13, 2022. The 2022 AQMP presents the County's strategy to attain the 2015 federal 8-hour ozone (O_3) standard by 2027. Building on previous Ventura County AQMPs, the 2022 AQMP presents a clean air strategy based on concurrent reactive organic compounds (ROCs) and nitrogen oxides (NO_x) emission reductions to bring the County into attainment of the 2015 federal 8-hour ozone standard. The 2022 AQMP control strategy consists of a local component implemented by VCAPCD and a combined state and federal component implemented by CARB and EPA. The local strategy includes emission control measures carried forward from previous County clean air plans plus new and further study emission control measures. It also includes a transportation conformity budget that sets the maximum amount of on-road motor vehicle emissions produced while continuing to demonstrate progress toward attainment (VCAPCD 2022a).

Table 5.3-1. Ambient Air Quality Standards and Attainment Status for Ventura County

Criteria Pollutants	Averaging Time	CAAQS	State Designation	NAAQS	Federal Designation
Ozone (O_3)	1-hour	0.090 ppm (180 µg/m³)	Nonattainment	—	—
	8-hour	0.070 ppm (137 µg/m³)	Nonattainment	0.070 ppm (137 µg/m³)	Serious nonattainment
Nitrogen dioxide (NO_2)	1-hour	0.18 ppm (339 µg/m³)	Attainment	100 ppb (188 µg/m³)	Unclassified/ attainment
	Annual	0.030 ppm (57 µg/m³)	Attainment	0.53 ppm (100 µg/m³)	Unclassified/ attainment
Sulfur dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m³	Attainment	75 ppb (196 µg/m³)	Unclassified/ attainment
	24-hour	0.04 ppm (105 µg/m³)	Attainment	—	—
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Unclassified/ attainment
	8-hour	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Unclassified/ attainment
Respirable particulate matter (PM_{10})	24-hour	50 µg/m³	Nonattainment	150 µg/m³	Unclassified
	Annual	20 µg/m³	Nonattainment	—	—
Fine particulate matter ($PM_{2.5}$)	24-hour	—	—	35 µg/m³	Unclassified/ attainment
	Annual	12 µg/m³	Attainment	12.0 µg/m³	
Lead	30-day	1.5 µg/m³	Attainment	—	Unclassified/ attainment
	3-month average	—	—	0.15 µg/m³	
Sulfate	24-hour	25 µg/m³	Attainment	No national standards	No national standards
Hydrogen sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m³)	Unclassified		
Vinyl chloride	24-hour	0.01 ppm (26 µg/m³)	Attainment		

Sources: CARB 2016, 2022a; EPA 2023.
Notes: CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards; ppm=parts per million; µg/m³ = micrograms per cubic meter; ppb=parts per billion; mg/m³ = milligrams per cubic meter.

5.3.1.2 Air Quality

VCAPCD is required to monitor air pollutant levels to ensure the NAAQS and CAAQS are met. These monitored levels are then compared to the applicable standard to assess the status of air quality of the jurisdictional area. Based on these comparisons, regions within the United States and California are designated as one of the following categories:

- **Attainment.** A region is designated as attainment if monitoring shows ambient concentrations of a specific pollutant are less than or equal to the NAAQS or CAAQS. In addition, areas that have been redesignated from nonattainment to attainment are classified as "maintenance areas" for a 10-year period to ensure that the air quality improvements are sustained.

- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, then the region is designated as nonattainment for that pollutant.
- **Unclassified.** An area is designated as unclassifiable if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

The NAAQS and CAAQS and their attainment status are shown in Table 5.3-1. Ventura County has been designated by CARB and EPA as unclassified or attainment for all criteria air pollutant standards except for the following:

- NAAQS 2015 8-hour ozone standard: "serious" nonattainment.
- CAAQS 1-hour and 8-hour ozone standards: nonattainment.
- CAAQS 24-hour and annual respirable particulate matter (PM_{10}) standards: nonattainment.

Since 1990, all areas of the County have had significant reductions in ozone levels. Despite a population increase of 25%, there were 138 days countywide over the current federal 8-hour ozone standard of 70 parts per billion in 1990, but only 22 in 2020 and 9 in 2021 (VCAPCD 2022a). There are six VCAPCD air quality monitoring stations maintained by VCAPCD in the County; the closest one to the Ventura Compressor Station is located at the High School in El Rio (see Figure 5.3-1, Location of the El Rio Air Quality Monitoring Station), approximately 9.4 miles to the southeast of the Project Site. The El Rio Monitoring Station (El Rio) measures ozone, nitrogen dioxide (NO_2), PM_{10}, and fine particulate matter ($PM_{2.5}$), as well as meteorological data including wind speed, wind direction, temperature, and relative humidity.

The latest year for which monitoring data are available in the CARB database is 2021. In 2020, there were 2 days with observations over the 1-hour ozone CAAQS and 3 days over the 8-hour ozone CAAQS/NAAQS at El Rio, with a maximum 8-hour reading of 0.086 parts per million (ppm) (compared to the standard of 0.070 ppm). In 2021, there were no exceedances of 1-hour or 8-hour ozone standards at El Rio, with a maximum 8-hour reading of 0.059 ppm.

PM_{10} is also designated as nonattainment in Ventura County. In 2020, there were 2 days with concentrations over the 24-hour NAAQS, but these days were likely excluded as exceptional events since they occurred during wildfires in Ventura County. The annual arithmetic mean of 25.2 micrograms per cubic meter ($\mu g/m^3$) at El Rio in 2020 was over the annual CAAQS of 20 $\mu g/m^3$. In 2021, the monitoring data were similar with high values during wildfires and an annual arithmetic mean of 26.4 $\mu g/m^3$.

$PM_{2.5}$ is designated as attainment in Ventura County. In 2020, there were 3 days over the 24-hour NAAQS of 35 $\mu g/m^3$ at El Rio, which were likely not counted as exceedances due to being classified as wildfire exceptional events. There were no exceedances of the 24-hour NAAQS at El Rio in 2021. The annual $PM_{2.5}$ NAAQS of 35 $\mu g/m^3$ is measured as the 98th percentile of the 3-year average value, which was 30.3 $\mu g/m^3$ in 2020 and 17.1 $\mu g/m^3$ in 2021 at El Rio.

There were no exceedances of the NO_2 NAAQS or CAAQS monitored at El Rio (or anywhere in Ventura County) in 2020–2021. Other criteria pollutants are not measured in the County and are designated as in attainment.

5.3.1.3 Toxic Air Contaminants

Toxic air contaminants (TACs) are defined in the California Health and Safety Code Section 39655 as "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health." The list of pollutants identified in California as TACs is prepared by CARB and the California Office of Environmental Health Hazard Assessment (OEHHA).

At the federal level, EPA has identified hazardous air pollutants (HAPs) pursuant to Section 7412 of the United States Code. Those substances that have been identified by EPA as HAPs are included on the list of California TACs.

5.3.1.4 Sensitive Receptor Locations

CPUC General Order No. 177 defines "sensitive receptors" as "[these] include but are not limited to any living quarters such as private homes, condominiums, apartments, retirement homes, prisons, dormitories, or other temporary or permanent housing; education institutions, including preschools and schools operating kindergarten or any of grades 1 to 12, inclusive; day care centers; and health care facilities, including hospitals, nursing homes, and long-term care and hospice facilities." The closest school to the Project Site is the E.P. Foster Elementary School, which is located to the east of the Project Site, across North Olive Street. Two other sensitive receptor properties are located within 1,000 feet (about 0.2 miles) of the Project Site: the Macias Lynn Family Day Care is located approximately 0.1 miles to the east and the La Petite Academy is within the Ventura Unified School District property located approximately 0.2 miles north of the Project Site. In addition to the school and daycare facilities, there are single-family residences located close to the Project Site to the north, east, and south. The closest residence is adjacent to the northeast corner of the compressor station property on the west side of North Olive Street, which borders the Ventura Compressor Station's easternmost fenceline. See Figure 5.3-2, Locations of Sensitive Receptors Including Residential Areas, for the locations of sensitive receptors, including residential areas, within 1,000 feet of the proposed new gas compressor stack locations. A table showing the coordinates of the receptor locations used for the impact analyses is included in the Air Quality and GHG Technical Report provided in Appendix B to this PEA.

5.3.2 Regulatory Setting

5.3.2.1 Relevant Laws, Regulations, Rules, Policies, and Emissions Standards

5.3.2.1.1 Federal

Clean Air Act

The federal and California Clean Air Acts mandate the control and reduction of certain air pollutants. Under these laws, EPA and CARB have established the NAAQS and CAAQS for criteria pollutants and other regulated pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory) into the atmosphere, including carbon monoxide (CO), ROCs, NO_x, PM_{10}, $PM_{2.5}$, and sulfur dioxide (SO_2). Other pollutants, such as ozone, are created indirectly through chemical reactions in the atmosphere (ozone is created by atmospheric chemical and photochemical reactions, primarily between ROCs and NO_x). Secondary pollutants include ozone and sulfate and nitrate particulates.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources that include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

As noted in Section 5.3.1.1, Air Quality Plans, the Ventura County Air Pollution Control Board adopted the 2022 Ventura County AQMP on December 13, 2022, to meet the Clean Air Act requirements. In order to attain the ozone standards, VCAPCD will continue to rely on its New Source Review (NSR) permitting program under Regulation II, as well as adopted EPA and CARB programs to implement emissions standards for mobile sources and off-road construction equipment. The Ventura County 2022 AQMP also contains a Further Study Control Measure that would, if adopted, potentially set new NO_x limits in Rule 74.9, Stationary Internal Combustion Engines. The Project would already be subject to those lower NO_x limits on the natural-gas-engine-driven compressors (natural gas compressors) through the implementation of Best Available Control Technology (BACT) under VCAPCD's NSR program.

New Source Performance Standards

The Clean Air Act requires EPA to develop and update as needed source-specific emissions standards for new and modified stationary sources. One New Source Performance Standard (NSPS) is expected to apply to the Project, as follows:

40 CFR 60, Subpart JJJJ – Standards of Performance for Stationary Spark Ignition Internal Combustion Engines. This NSPS applies to spark ignition internal combustion engines which commenced construction after June 12, 2006.

This regulation is applicable to the two new natural gas compressors and standby generator. As discussed above, the new engines would be required to meet BACT requirements, which are more stringent than the Subpart JJJJ standards. Therefore, applicable emissions from the Project would be within the standards required by this NSPS.

National Emission Standards for Hazardous Air Pollutants

The Clean Air Act also includes requirements for emission standards related to HAPs. The only National Emission Standard for Hazardous Air Pollutants (NESHAP) that is applicable to the Project is the following:

40 CFR 63, Subpart ZZZZ – National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines. New or reconstructed stationary internal-combustion engines located at an area source [i.e., a source that is not a major source of HAPs, which would include the Ventura Compressor Station] have no requirements per 40 CFR 63, Subpart ZZZZ, except that the engines must meet the requirements of 40 CFR 60, Subpart JJJJ, for spark ignited engines. The applicability of NSPS Subpart JJJJ is described above.

EPA Emissions Standards for Nonroad Engines and Vehicles

Federal emission standards for nonroad engines and vehicles are found in Title 40 of the Code of Federal Regulations (CFR), Part 89.112 – Oxides of Nitrogen, Carbon Monoxide, Hydrocarbon, and Particulate Matter Exhaust Emission Standards [for Nonroad Compression Ignition Engines]. To reduce emissions from nonroad diesel

engines and vehicles, EPA has established a series of increasingly stringent "tiered" emission standards for new nonroad diesel engines based on year of manufacture and engine power rating (in kilowatts and horsepower). Emission standards were phased in on newly manufactured engines generally as follows: Tier 1 from 1996 through 2000, Tier 2 from 2001 through 2006, Tier 3 from 2006 through 2008, and Tier 4 standards (interim and final), which require advanced emission control technology, from 2008 through 2015. However, phase-in years vary by engine power rating, with larger engines having later phase-in dates. For context, Tier 4 engines emit about 95% less NO_x and about 90% less particulate matter than Tier 1 engines.

5.3.2.1.2 State

California Health and Safety Code

California Health and Safety Code Section 41700 states that no person can discharge air contaminants that cause injury, nuisance or annoyance to any considerable number of persons or the public, or discharge air contaminants that endanger the comfort, health or safety of such persons.

California Air Toxics "Hot Spots" Program (AB 2588)

The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) was enacted in 1987 and requires facilities subject to the program to prepare and submit air toxics emission inventories. The goal of the program is to collect emissions data of TACs, identify facilities having local impacts, determine health risks, and notify affected individuals. A TAC is defined in the California Health and Safety Code as an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health. Substances defined as TACs or listed as federal HAPs are subject to this program. CARB and OEHHA are the regulatory agencies that provide AB 2588 criteria and guidance statewide, and VCAPCD implements and enforces the program locally. VCAPCD is responsible for calculating numeric scores and assigning priority levels to determine what requirements a facility is subject to. Numeric scores are determined by VCAPCD based on the reported emissions, operations of the facility during a specific calendar year, the toxicity of the emitted compounds, the distance from the emission point to a receptor, and meteorological data. Categories of high, intermediate, or low are assigned to each facility and are based on the probability of contributing to health risks in nearby communities. A facility with a high-priority score is required to prepare a health risk assessment, an intermediate-priority score is exempt from further requirements until the next 4-year cycle, and a low-priority score is exempt from any further requirements unless a need for reevaluation arises.

The Ventura Compressor Station is subject to the AB 2588 program and is required to submit operating data to VCAPCD on an annual basis. The Ventura Compressor Station was recently categorized by VCAPCD as intermediate priority and is therefore exempt from further program requirements until VCAPCD conducts the next evaluation.

CARB Construction Equipment and Vehicle Regulations

CARB has established emission standards and regulations for on-road vehicles and off-road equipment, diesel portable engines, and large spark-ignition engines. As applicable, construction equipment used for the Project would be subject to the following regulations (CARB 2023):

- Regulation for In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449)
- Large Spark-Ignition Engine Fleet Requirements Regulation (13 CCR 2775)

- Truck and Bus Regulation for In-Use Heavy-Duty Diesel-Fueled Vehicles (13 CCR 2025) – this regulation can include water trucks, sweepers, single-engine self-propelled cranes that are operated off road but have on-road engines and are subject to the Truck and Bus Regulation instead of the Off-Road Diesel Regulation
- Portable Equipment Registration Program (13 CCR 2451–2465)
- Portable Airborne Toxic Control Measure (17 CCR 93116)

The In-Use Off-Road Diesel Regulation is designed to reduce diesel particulate matter (DPM) and NO_x emissions from off-road heavy-duty diesel engines used in construction. The regulation applies to vehicles with off-road engines of 25 horsepower (HP) or greater; two-engine cranes; and two-engine vehicles with auxiliary engines 50 HP or greater that are not subject to the Fleet Rule for Public Agencies and Utilities, are not sweepers subject to the Truck and Bus regulation, and do not contain a Tier 0 auxiliary engine. The In-Use Off-Road Diesel Regulation imposes limits on idling; requires off-road vehicles to be labeled and reported via the Diesel Offroad Online Reporting System (DOORS); and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, or VDECS (i.e., exhaust retrofits). In addition, the In-Use Off-Road Diesel Regulation restricts adding vehicles to fleets with older tier engines. The addition of uncontrolled Tier 0 engines was banned effective January 1, 2014, for all fleets. The addition of Tier 1 engines was banned effective January 1, 2014, for large and medium fleets, and January 1, 2016, for small fleets. The addition of Tier 2 engines was banned effective January 1, 2018, for large and medium fleets, and January 1, 2023, for small fleets. After January 1, 2023, only Tier 3 or higher engines may be added to a fleet. An amendment to this regulation was adopted in November 2022, and although the phase-out of lower tiers is accelerated, Tier 3 engines would still be allowed at the time the construction of the Project is expected to occur.

5.3.2.1.3 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.3.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

VCAPCD Regulations and Rules

VCAPCD implements rules and regulations for air emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during Project activities in Ventura County. Rules and regulations that are applicable to the Project include the following, with applicability to the Project included in the short descriptions:

- **Rule 12 – Applications for Permits:** Rule 12 requires that the owner/operator obtain an authority to construct (ATC) permit prior to building, erecting, installing, altering, or replacing any equipment which may cause the issuance of air contaminants. An ATC shall remain in effect until the permit to operate (PTO) is granted.

- **Rule 26.2 – New Source Review – Requirements:** Rule 26.2 contains the requirements of VCAPCD's NSR program that would apply to this Project, including requirements for BACT and Offsets. These requirements are as follows:
  - Per Rule 26.2.A, BACT is required for any new, replacement, modified or relocated emissions unit which has a potential to emit of any pollutants specified in the rule (NO_x, ROCs, PM_{10}, and sulfur oxides [SO_x]). A BACT analysis has been conducted and the findings are represented in the equipment selected for this Project although a final BACT review would need to be conducted by VCAPCD when the ATC application is submitted. To meet BACT requirements, non-selective catalytic reduction (NSCR) is proposed for installation, which is a three-way catalyst that reduces NO_x and ROCs each to 0.15 grams per brake-horsepower. BACT for PM_{10} and SO_x emissions from combustion is the use of natural gas as a fuel.
  - Per Rule 26.2.B, any new, replacement, modified or relocated emissions unit which has a net emission increase of nonattainment pollutants or their precursors greater than the offset threshold amounts given in the rule (e.g., 5 tons per year [TPY] of NO_x and ROCs and 15 TPY of PM_{10} and SO_x) are required to provide emission offsets. Emission reduction credits would be provided during the permitting process, as required.
  - Per Rule 26.2.C, an air permit application must demonstrate that the proposed project will not cause a violation of any ambient air quality standard. The emissions modeled shall take into account the emission offsets provided. Because the ozone precursor emissions of NO_x and ROCs would be offset, if required, modeling for ozone is not needed to demonstrate compliance with this rule requirement. Modeling was conducted for PM_{10} to demonstrate that the Project is not expected to cause a violation of the PM_{10} ambient air quality standard.
- **VCAPCD Regulation III Fees; Rule 42 – Permit Fees:** An application filing fee as defined in Rule 42 A(1) is required for each ATC application at the time of submittal and permit processing fees are invoiced later.
- **Rule 50 – Opacity:** This rule prohibits discharge into the atmosphere from any single source of emissions of air contaminants for a period or periods aggregating more than 3 minutes in any 1 hour that are darker than a reference chart or that would obscure a person's view to the same level.
- **Rule 51 – Nuisance:** This rule implements the California Health and Safety Code nuisance provisions identified above and prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or that endangers the comfort, health, safety, or repose to any considerable number of persons or the public. As discussed in Section 5.8, Greenhouse Gas Emissions, programs to minimize leaks would be implemented as required, which would minimize the opportunity for odors. Furthermore, as shown in Section 5.3.4, Impact Analysis, a Health Risk Assessment (HRA) was prepared to demonstrate that the Project would not cause health impacts above allowable levels to the neighboring residences or businesses.
- **Rule 55 – Fugitive Dust:** This rule applies to any operation, disturbed surface area, or man-made condition capable of generating fugitive dust, including bulk material handling, earthmoving, construction, demolition, storage piles, unpaved roads, and track-out. The rule prohibits fugitive dust beyond 50 feet from the property line and opacity that is greater than 20%. There are also requirements related to minimizing track-out that extends more than 25 feet off site unless the identified control measures are implemented. Fugitive dust mitigation measures would be implemented during construction of the Project components and demolition of existing buildings.
- **Rule 55.1 – Paved Roads and Public Unpaved Roads:** Fugitive dust generators are required to begin removal of visible roadway accumulation within 72 hours of any written notification from VCAPCD. The use

of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road.

- **Rule 68 – Carbon Monoxide:** A person shall not discharge CO exceeding 2,000 ppm by volume (ppmv), measured on a dry basis, from any equipment. CO emissions from the proposed engines would be controlled with NSCR, which is a three-way catalyst that reduces NO_x, CO, and ROC emissions. Vendor data indicate that the CO emissions levels for both the compressor engines and the standby engine would be significantly lower than the Rule 68 standards.
- **Rule 72 – New Source Performance Standards:** Rule 72 adopts NSPS by reference as set forth in 40 CFR60 to ensure that the rule remains consistent with subsequent updates. As discussed in Section 5.3.2.1, Relevant Laws, Regulations, Rules, Policies, and Emissions Standards, there is one NSPS applicable to the Project, Subpart JJJJ.
- **Rule 73 – National Emission Standards for Hazardous Air Pollutants:** Rule 73 adopts the NESHAPs by reference to the appropriate section of the CFR. Applicability of these regulations depends on whether the facility is a major or area source. The Ventura Compressor Station is an area source of HAPs, because no single HAP has emissions exceeding 10 TPY and emissions of all HAPs combined do not exceed 25 TPY. One NESHAP is applicable to the Project, Subpart ZZZZ, as discussed in Section 5.3.2.1.
- **Rule 74.9 – Stationary Internal Combustion Engines:** The purpose of this rule is to limit the emission of NO_x from stationary spark-ignited or diesel internal combustion engines 50 HP and larger. The rule limits sources such as the natural gas engines proposed for the Project to meet the NO_x emission limit of 25 ppmv, 250 ppmv ROCs, and 4,500 ppmv of CO at 15% oxygen.

City of Ventura General Plan

The City's 2005 Ventura General Plan, adopted in 2005, provides goals, policies, and actions developed to guide future development in the City through the 2025 planning horizon. The City is in the process of updating its General Plan, which initiated in summer–fall 2020 and is anticipated to conclude in winter 2023. Because the updated General Plan is not finalized, the applicable General Plan is the 2005 Ventura General Plan. The General Plan establishes the following goals relevant to air quality (City of Ventura 2005):

Our Healthy and Safe Community: Our goal is to build effective community partnerships that protect and improve the social well being and security of all our citizens.

Policy 7D: Minimize exposure to air pollution and hazardous substances.[1]

Action 7.20: Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.

Action 7.21: Require analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.

[1] In the 2005 Ventura General Plan (City of Ventura 2005), this is the second "Policy 7D," following "Policy 7D: Improve community safety through enhanced police service." Logically, this policy should be 7E, and later versions may make this correction.

Action 7.22: In accordance with Ordinance 93-37, require payment of fees to fund regional transportation demand management (TDM) programs for all projects generating emissions in excess of Ventura County Air Pollution Control District adopted levels.

Action 7.23: Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines.

Action 7.24: Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.

Action 7.27: Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination).

5.3.2.2 Air Permits

The existing Ventura Compressor Station has a VCAPCD permit to operate (PTO) for three 1,100 HP natural-gas-fired reciprocating internal combustion engines that drive two gas compressors and one 68 HP diesel-fired emergency generator. The Project includes replacement of the existing compressors and emergency generator with four new reciprocating compressors: two each driven by 1,900 HP natural gas engines with NSCR emission control equipment (natural gas compressors) and two each 2,500 nominal HP (estimated HP) electric-motor-driven compressors (electric compressors), as well as one new 840 HP natural gas standby generator engine. The two replacement natural gas compressor engines and the replacement standby generator would require an ATC, as discussed previously in this section as well as in Section 5.3.2.1.3, Local, under "VCAPCD Regulations and Rules," VCAPCD Rule 12, followed by a PTO once the equipment becomes operational. The electric compressors do not require permits. An application for an ATC for replacement of the facility's existing natural gas-fired emission units would be filed with VCAPCD in a timely manner. Because the construction of the Project is not expected to begin until 2029,[2] the ATC application would be filed closer to the time when construction is planned to begin.

5.3.3 Impact Questions

The Project's potential impacts on air quality were evaluated using the impact questions set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. No additional CEQA impact questions are included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's

[2] The analysis in this PEA assumes a construction start date of May 2029, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be lower due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Environmental Assessments (CPUC Guidelines; CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.3-2 and discussed in more detail in Section 5.3.4.

Table 5.3-2. Checklist for Air Quality

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
5.3a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
5.3b)	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?	☐	☐	☒	☐
5.3c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
5.3d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

5.3.4 Impact Analysis

Methodology and Assumptions

The air quality impact analyses are based on the Ventura County Air Quality Assessment Guidelines (VCAPCD 2003a).[3] Information and additional detail regarding the methodologies and assumptions used for the analyses are provided in the Air Quality and GHG Technical Report provided in Appendix B.

5.3a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less-Than-Significant Impact. The Project would obtain an air permit for equipment requiring air permits to comply with VCAPCD rules including satisfying applicable BACT, offset, and modeling requirements. The Project would comply with the applicable emissions control rules under VCAPCD Regulation IV, including Rules 55 – Fugitive Dust, 72 – New Source Performance Standards (NSPS), 73 National Emission

[3] VCAPCD's website states: "The Ventura County Air Quality Assessment Guidelines is an advisory document prepared by the District [VCAPCD] that provides lead agencies, consultants, and project applicants with a framework and uniform methods for preparing air quality impact assessments and the air quality section of environmental documents for projects that require discretionary entitlements. Pursuant to CEQA, the Guidelines recommend specific criteria and threshold levels for determining whether a proposed project may have a significant adverse air quality impact. The Guidelines also provide mitigation measures that may be useful for mitigating the air quality impacts of proposed projects" (VCAPCD 2003b).

Standards for Hazardous Air Pollutants (NESHAPS), and 74.9 – Stationary Internal Combustion Engines. Furthermore, a project must be consistent with the population forecasts relied upon for the AQMP forecast for reaching attainment. The Project is expected to employ one additional worker, which would constitute a negligible increase in the population of Ventura County. Because the Project would not cause population forecasts used to prepare the AQMP to be exceeded and it complies with VCAPCD regulations, it would be consistent with the VCAPCD AQMP and impacts would be less than significant.

5.3b) Would the project 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?

Less-Than-Significant Impact. The following analyses demonstrate that the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard. The Project region is nonattainment for ozone NAAQS and CAAQS and is nonattainment for PM_{10} CAAQS. For this analysis, emissions were calculated for construction and demolition activities and for Project operation. In addition to the assessment of the criteria pollutant emissions, an air quality impact analysis was performed with modeling to assess whether the potential concentration impacts of PM_{10} emissions resulting from Project operation would cause or contribute to a violation of the applicable PM_{10} NAAQS and CAAQS. VCAPCD does not require modeling for ozone because precursor NO_x and ROC emissions are addressed through VCAPCD's NSR rules.

Project Criteria Pollutant Emissions Impacts

Emissions of Criteria Pollutants during Project Construction

The Project's construction/demolition phases would produce many types of emissions; generally, particulate matter from combustion and fugitive dust are the pollutants of greatest concern. Construction-related emissions can cause temporary increases in localized concentrations of particulate matter, as well as affecting compliance with ambient air quality standards on a regional basis. The use of diesel-powered construction equipment emits particulate matter, as well as other typical combustion pollutants including the ozone precursors NO_x and ROCs. Use of architectural coatings and other materials associated with finishing buildings and equipment protection may also emit ROCs.

The California Emissions Estimator Model (CalEEMod) is a statewide emissions computer model designed to provide a uniform platform for government agencies and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations of a project. The model is distributed and maintained by the California Air Pollution Control Officers Association and is accepted by the California air districts. CalEEMod Version 2022.1 was used to estimate emissions from construction and demolition. Based on information from SoCalGas, construction is expected to start in 2029 and take approximately 30 months. Decommissioning and removal of the existing natural gas compressors and demolition of the existing compressor building would not occur until at least a year after the new equipment have been operating, to ensure that the new equipment can operate in compliance under all operating conditions, and would take approximately 3 months. The construction activities would be divided into phases, as discussed in Chapter 3, Project Description, and the types, number, and sizes of construction equipment and motor vehicles to be utilized have been estimated based on information from SoCalGas and default information in CalEEMod. The assumptions regarding the construction and demolition emissions calculations are provided in the Air Quality and GHG Technical Report in Appendix B.

VCAPCD's Air Quality Assessment Guidelines provide significance thresholds for construction-related emissions of 25 pounds per day each of NO_x and ROC emissions from construction activities related to a project (VCAPCD 2003). As outlined in Section 5.3.7.2 below, emissions of NO_x and ROCs associated with the construction and demolition phases of the Project would be below the significance threshold of 25 pounds per day for both pollutants.

The VCAPCD Air Quality Assessment Guidelines do not include numeric significance thresholds for pollutants other than NO_x and ROCs. Besides ozone, only PM_{10} is designated as nonattainment in Ventura County. For construction impacts, rather than having numeric significance thresholds for PM_{10}, the VCAPCD recommends minimizing fugitive dust through dust control measures. The fugitive dust control measures required by VCAPCD Rule 55 – Fugitive Dust and the actions recommended by the CPUC (2019) that would be implemented as part of the Project (CPUC-AIR-1 [Dust Control during Construction]) are outlined in Section 5.3.7.1, CPUC Recommended Environmental Measures.

Table 5.3-3 shows the criteria pollutant construction and demolition peak day emissions as estimated using CalEEMod including the use of construction equipment best management practices (BMPs) and CPUC-recommended fugitive dust control measures. The analysis provided in the Air Quality and GHG Technical Report in Appendix B looked at each construction and demolition phase to determine which phase would have the maximum daily emissions. The construction schedule also indicated that there could be some overlap between various phases, so the peak day emissions from each phase that might overlap were added together to give a conservative total peak day emissions. Demolition of some of the existing structures is not expected to occur until approximately 1 year after the new equipment has been operating and is shown separately from construction. The methodology and assumptions used for the calculations are described in the Air Quality and GHG Technical Report in Appendix B. The CalEEMod output files are provided in Attachment A.1 of Appendix B.

As shown in Table 5.3-3, mass emissions of ROCs and NO_x during Project construction would be below the VCAPCD significance thresholds for these pollutants. There are no thresholds for the other criteria pollutants; however, estimated emissions for CO, SO_x, PM_{10}, and $PM_{2.5}$ are presented for informational purposes as required by CPUC (2019). Based on this analysis, and pursuant to Section 5.3.7.2, the Project's criteria pollutant emissions during construction and demolition would not be expected to have a significant impact on air quality.

Table 5.3-3. Construction and Demolition Emissions Summary and Significance Evaluation

Criteria Pollutants	Project Peak Day Emissions[a,b] (Pounds/Day)	Threshold (Pounds/Day)[c,d]	Significant?[c]
Construction Emissions			
ROCs	6.3	25	No
NO_x	20.0	25	No
CO	89.7	N/A	N/A
SO_x	0.3	N/A	N/A
Total PM_{10}[c]	4.8	N/A	N/A
Total $PM_{2.5}$[c]	1.6	N/A	N/A

Table 5.3-3. Construction and Demolition Emissions Summary and Significance Evaluation

Criteria Pollutants	Project Peak Day Emissions[a,b] (Pounds/Day)	Threshold (Pounds/Day)[c,d]	Significant?[c]
Demolition Emissions			
ROCs	0.3	25	No
NO_x	3.6	25	No
CO	12.6	N/A	N/A
SO_x	0.04	N/A	N/A
Total PM_{10}[c]	0.6	N/A	N/A
Total $PM_{2.5}$ [c]	0.2	N/A	N/A

Notes: ROC = reactive organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; N/A = not applicable; SO_x = sulfur oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter.

[a] Emissions from CalEEMod Version 2022.1 in pounds/day are winter or summer maxima for planned activity, and reflect a combined total peak day for construction phases with potential for overlap. The analysis conservatively reflects a construction start date of May 2029, although current expectations are that construction would more likely begin a few months later.

[b] Per the VCAPCD Air Quality Assessment Guidelines (2003), construction-related emissions would be considered to be significant if estimates of NO_x and ROC emissions from the heavy-duty construction equipment exceed the 25 pounds/day threshold.

[c] Total PM_{10} and $PM_{2.5}$ include engine exhaust and fugitive dust and are minimized in accordance with VCAPCD Rule 55 and the fugitive dust control measures and off-road equipment BMPs.

[d] VCAPCD Air Quality Assessment Guidelines (2003) do not provide thresholds for criteria pollutants other than ROCs and NO_x. Other criteria pollutant emissions are listed for reference and the significance is listed as N/A (not applicable).

Emissions of Criteria Pollutants during Project Operation

The CPUC Guidelines (2019) require that the air quality analyses quantify the expected emissions of criteria pollutants from all project-related sources. Stationary-source Project criteria pollutant emissions were estimated on a maximum potential to emit (PTE) basis that assumes continuous operation (8,760 hours per year operation) of the two new 1,900 HP natural gas compressors and 1,000 hours per year for the new standby generator for consistency with maximum allowed usage under the air permit. Manufacturer's data and emission factors applicable to the proposed equipment were used to determine the PTE. To determine the net emissions for the Project, accounting for the existing facility, baseline emissions were estimated for the three existing 1,100 HP natural gas compressors and the existing diesel emergency generator. The baseline period was defined as the two most recent years, 2021 and 2022, and baseline emissions were calculated using the average of the existing equipment's 2021 and 2022 fuel usage. Additional details of the net emissions calculations are provided in the Air Quality and GHG Technical Report in Appendix B.

Emissions of criteria pollutants from the small number of vehicles to be used by compressor station employees during operations were estimated using EMFAC2021 Version 1.0.2 (CARB 2022b) for combustion emissions and EPA's AP-42 fugitive dust emissions estimation techniques for paved roads (EPA 2011). The Project's operational vehicle miles traveled analysis assumes four employees commuting daily in separate light-duty vehicles for a typical one-way distance of 32 miles within Ventura County. Baseline vehicle use assumed three worker vehicles.

Table 5.3-4a shows the baseline emissions, which are the average of the last 2 years of actual emissions (from 2021 and 2022) for the three existing natural gas compressors and emergency diesel generator, as well as emissions from commuting vehicles for the workers. Table 5.3-5 shows the Project emissions based on the PTE of the replacement units (two new natural gas compressors and one new natural gas standby

generator) plus worker vehicles. The Project net emissions during operation were calculated based on the difference between the PTE for the new engines and the historical actual emissions for the existing engines, as presented in Table 5.3-6. Separately, the Project would be required to comply with VCAPCD Rule 26.2 – New Source Review Requirements during the permitting process. Additional details on these emissions calculations are provided in the Air Quality and GHG Technical Report in Appendix B.

The Ventura Compressor Station is subject to the AB 2588 program and is required to submit facility operating data to VCAPCD annually. VCAPCD conducted a screening health risk assessment for baseline year 2021, the results of which are detailed in Table 5.3-4b. As shown, VCAPCD has classified the Ventura Compressor Station as low and intermediate priority; therefore, the compressor station is exempt from further program requirements until the next evaluation is conducted by VCAPCD.

Table 5.3-4a. Baseline Criteria Pollutant Emissions During 2021–2022 (Tons per Year)

Pollutant	Compressor Engines	Emergency Generator	Worker Vehicles[a]	Total Baseline Emissions
ROCs	0.47	0.0002	0.0025	0.48
NO_x	2.88	0.004	0.002	2.89
$PM_{10}/PM_{2.5}$	0.44	0.0004	0.008	0.45
SO_x	0.03	0.00001	0.0001	0.03
CO	0.60	0.005	0.036	0.64

Notes: ROC = reactive organic compound; NO_x = nitrogen oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SO_x = sulfur oxides; CO = carbon monoxide.

[a] Worker vehicles (commuting) based on aggregated mix of light-duty vehicle types for 2031, with gasoline fuel. Daily vehicle miles traveled = 192 miles/day (3 trips per workday × 32 miles one way × 2 for round trip) for the baseline.

Table 5.3-4b. Baseline Air Toxics "Hot Spots" Program (AB 2588) Information and Prioritization Based on 2021 Operations

VCAPCD Predicted Health Impact	Ventura Compressor Station Score	VCAPCD Priority Level
Cancer Risk (in One Million)[a]	0.871	Low
Chronic Hazard Index (HIC)[b]	0.0247	Low
Acute Hazard Index (HIA)[c]	0.618	Intermediate

Notes: VCAPCD = Ventura County Air Pollution Control District; VCAPCD 2022b.

[a] Cancer risk is expressed as excess cancer risk in chances per million.

[b] The hazard index is the ratio of the concentration to the reference exposure level. HIC is evaluated for chronic (long-term) exposure, such as annual average exposure.

[c] The hazard index is the ratio of the concentration to the reference exposure level. HIA is evaluated for acute exposure, such as 1-hour exposure.

Table 5.3-5. Project Criteria Pollutant Potential to Emit (Tons per Year)

Pollutant	Compressor Engines	Standby Generator	Worker Vehicles[a]	Total Project Emissions
ROCs	5.50	0.14	0.0033	5.64
NO_x	5.50	0.14	0.003	5.64
$PM_{10}/PM_{2.5}$	1.24	0.04	0.016	1.29
SO_x	0.08	0.002	0.0002	0.08

Table 5.3-5. Project Criteria Pollutant Potential to Emit (Tons per Year)

Pollutant	Compressor Engines	Standby Generator	Worker Vehicles[a]	Total Project Emissions
CO	22.00	0.56	0.048	22.56

Notes: ROC = reactive organic compound; NO_x = nitrogen oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SO_x = sulfur oxides; CO = carbon monoxide.

[a] Worker vehicles (commuting) based on aggregated mix of light-duty vehicles for 2031, with gasoline fuel. Daily vehicle miles traveled = 192 miles/day (4 trips per workday × 32 miles one-way × 2 for round trips) for the Project.

Table 5.3-6. Project Net Emissions for Permitting (Tons per Year)

Pollutant	Total Project Emissions	Total Baseline Emissions	Net Project Emissions (Project – Baseline)
ROCs	5.64	0.48	5.16
NO_x	5.64	2.89	2.75
$PM_{10}/PM_{2.5}$	1.29	0.45	0.84
SO_x	0.08	0.03	0.06
CO	22.6	0.64	21.95

Notes: PTE = potential to emit; ROC = reactive organic compound; NO_x = nitrogen oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SO_x = sulfur oxides; CO = carbon monoxide.

For operation emissions, the VCAPCD Air Quality Assessment Guidelines include numeric significance thresholds for the ozone precursors NO_x and ROCs. According to the VCAPCD Air Quality Assessment Guidelines, these thresholds are applied to unpermitted sources of emissions associated with Project operation.[4] Emissions from equipment requiring VCAPCD permits, specifically stationary equipment, are not counted toward these air quality significance thresholds because they are subject to rigorous NSR permit requirements. The maximum daily mass emissions-based air quality significance criteria developed by VCAPCD for NO_x and ROC emissions from unpermitted sources is 25 pounds per day.

The unpermitted sources associated with the Project are the worker vehicles and ancillary equipment. Emissions from worker vehicles are shown in Table 5.3-6 and are negligible. The ancillary equipment listed in the Project Description in Chapter 3 was reviewed and the engine oil, oil waste, and oily waste storage drums are anticipated to be the only ancillary equipment that could be expected to have air pollutant emissions. Used oil has a very low vapor pressure and tank throughput would be low; therefore, ROC emissions would be negligible (and no other criteria pollutant emissions would be expected). The unpermitted source emissions are compared to the VCAPCD Air Quality Assessment Guidelines thresholds in Table 5.3-7, showing that operational emissions would be less than significant.

[4] As stated in VCAPCD's Air Quality Assessment Guidelines, "Moreover, the emissions from equipment or operations requiring APCD permits are not counted towards the air quality significance thresholds. This is for two reasons. First, such equipment or processes are subject to the District's New Source Review permit system, which is designed to produce a net air quality improvement. Second, facilities are required to mitigate emissions from equipment or processes subject to APCD permit by using emission offsets and by installing Best Available Control Technology (BACT) on the process or equipment" (VCAPCD 2003).

Table 5.3-7. Maximum Daily Operational Non-Permitted Source Emissions Summary and Significance Evaluation

Criteria Pollutants	Project Non-Permitted Source Emissions[a] (Pounds/Day)	VCAPCD Non-Permitted Source Threshold[b] (Pounds/Day)	Significant?
ROCs	Negligible	25	No
NO_x	Negligible	25	No

Notes: VCAPCD = Ventura County Air Pollution Control District; ROC = reactive organic compound; NO_x = nitrogen oxides.

[a] Unpermitted sources include worker vehicles (see Table 5.3-5) and ancillary equipment, i.e., engine oil, oil waste, and oily waste storage drums, which would have very low to negligible emissions of ROCs.

[b] VCAPCD 2003.

Project Ambient Air Quality Impacts

Per the VCAPCD Air Quality Assessment Guidelines and the CEQA Guidelines, a project is significant if it results in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS. VCAPCD is in attainment of the CAAQS for CO, SO_x, and $PM_{2.5}$ but in nonattainment of the CAAQS for PM_{10}. Based on the VCAPCD Air Quality Assessment Guidelines, because Ventura County is in nonattainment of the CAAQS for PM_{10}, an air quality impact assessment was conducted to assess the significance of the Project PM_{10} emissions, as described below.

The VCAPCD Air Quality Assessment Guidelines state "Projects smaller than the applicable values in Appendix F will not have a significant adverse impact on air quality with respect to ROC and/or NO_x emissions" (VCAPCD 2003a, p. 5-2). The Guidelines indicate that for criteria pollutants other than NO_x and ROCs, an air quality impact assessment based on dispersion modeling may be needed to demonstrate that the emissions would not cause a substantial contribution to an existing exceedance of an air quality standard. "Substantial" is defined as making measurably worse an existing exceedance of a NAAQS or CAAQS. Because VCAPCD is in nonattainment for the PM_{10} CAAQS, a demonstration that the Project would not contribute to an exceedance is needed. Given that VCAPCD is in nonattainment for PM_{10}, the background concentration of PM_{10} is greater than the CAAQS; therefore, the air quality impact assessment modeling results are compared to Significant Impact Levels to determine whether the Project would have a "substantial contribution" to an existing exceedance. Because the VCAPCD Air Quality Assessment Guidelines do not identify Significant Impact Levels for PM_{10}, the PM_{10} Significant Impact Levels provided in the San Joaquin Valley Air Pollution Control District Policy APR-1925 were used and are shown in Table 5.3-8.

The PM_{10} operations modeling analyzed the 24-hour and annual concentrations from the PTE emissions from the new natural gas compressors and standby generator. Modeling was performed using the EPA guideline model, American Meteorological Society/EPA Regulatory Model (AERMOD). AERMOD is an intricate air dispersion modeling system developed by the American Meteorological Society/EPA Regulatory Model Improvement Committee (AERMIC). AERMOD is EPA's preferred and recommended air dispersion modeling system. A meteorological dataset that was collected at the Ventura Compressor Station was used. The modeling methodology, input parameters, and results are provided in the Air Quality and GHG Technical Report in Appendix B. The modeling results for PM_{10} are summarized in Table 5.3-8. Because the background PM_{10} concentrations at the Project Site are greater than the CAAQS, the modeled concentrations were compared to the Significant Impact Levels, as described above. The PM_{10} concentrations predicted by the model from the on-site emissions sources are less than these Significant Impact Levels. Therefore, the Project

would not make a substantial contribution to the local PM_{10} concentrations and would have a less-than-significant adverse impact to air quality based on modeling.

Table 5.3-8. Project PM_{10} Air Quality Impact Analysis Results

Pollutant	Averaging Time	Modeled Concentration (µg/m³)	Significant Impact Level[a] (µg/m³)	Exceed SIL?
PM_{10}	24-Hour	3.92	5.0	No
	Annual	0.37	1.0	No

Notes: PM_{10} = respirable particulate matter; µg/m³ = micrograms per cubic meter; SIL = Significant Impact Level.
[a] SJVAPCD Policy APR-1925 (2014).

5.3c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less-Than-Significant Impact. The Project would not expose sensitive receptors to substantial pollutant concentrations.

The locations of the nearby sensitive receptors are discussed in Section 5.3.1.4, Sensitive Receptor Locations. The closest school that may be affected by the Project is the E.P. Foster Elementary School, which is located to the east of the facility, directly across from the Project Site on North Olive Street. Two daycare/preschool properties are also located within 1,000 feet of the Ventura Compressor Station property. In addition to these non-residential sensitive receptors, there are single-family residences located in the immediate vicinity of the facility, which borders the facility's fenceline in the northeastern corner along North Olive Street.

The discussion below presents the results of health risk assessments to provide the potential for construction and operation to expose sensitive receptors to substantial concentrations of TACs, as required by the VCAPCD Air Quality Assessment Guidelines. Analyses conducted to determine the Project's criteria pollutant impacts on air quality are discussed in Section 5.3b of this impact analysis.

Health Risk Assessment for Project Construction

During construction and demolition, the use of diesel-fueled equipment on the Project Site would emit DPM. DPM emissions are derived from the CalEEMod runs in Attachment A.1 of Appendix B, where DPM is conservatively assumed to be 100% of the exhaust PM_{10} emissions. The DPM emissions from Project construction reflect BMP-AIR-1 (NO_x and DPM Emissions Minimization during Construction), presented in Section 5.3.7.2.

Because Project construction and demolition activities would last approximately 3 years, cancer risk was estimated for a 3-year period using the average annual DPM emissions from CalEEMod over the entire construction period to estimate impacts at sensitive, residential, and off-site worker receptors. Although most of the demolition activities would occur at a later time, the emissions from this later phase were included in the construction HRA. Although the demolition activities that occur after construction would overlap with Project operation, the overlap period would be short (approximately 3 months) and the combination of the construction and operation health impacts would be below the significance thresholds based on information provided in Table 5.3-9 and Table 5.3-10. If the values are summed, the totals would still be below the significance thresholds. DPM does not have acute Risk Exposure Levels (RELs); therefore, acute risks are not estimated for construction activities. The construction HRA was conducted in

accordance with VCAPCD guidance and per the OEHHA Risk Assessment Guidelines (2015). The HRA used refined air dispersion analyses and health risk modeling. The Hotspots Analysis and Reporting Program, Version 2 (HARP2) software was used to perform the calculations, using imported Project AERMOD values. Additional details on the construction HRA methodology, input parameters, and results are provided in the Air Quality and GHG Technical Report in Appendix B.

The construction HRA results are summarized in Table 5.3-9. The results show that, for all receptor types and locations, the predicted health impacts would be less than the VCAPCD cancer significance threshold and below the non-cancer thresholds; therefore, impacts from Project construction and demolition would be less than significant.

Table 5.3-9. Construction Health Risk Assessment Results

Predicted Health Impact	Maximally Exposed Individual Residential	Maximum Impact at a Non-Residential Sensitive Receptor	Maximally Exposed Individual Worker	VCAPCD CEQA Threshold	Significant?
Cancer Risk (in one million)	2.30	1.49	0.31	10	No
Chronic Hazard Index (HIC)	0.001	0.001	0.002	1	No

Notes: VCAPCD = Ventura County Air Pollution Control District; CEQA = California Environmental Quality Act.
Because diesel particulate matter (DPM) does not have an identified acute risk, no HIA was modeled for construction.

Health Risk Assessment for Project Operations

The operations HRA modeling conservatively analyzed the total post-Project TAC emissions based on the Project's PTE from the new natural gas compressors and standby generator rather than the delta between pre-Project and post-Project TAC emissions. TAC emissions were calculated for the TACs expected from the combustion of natural gas in the proposed new natural gas equipment, using emission factors provided by VCAPCD during prior permitting efforts. Dispersion modeling was conducted with AERMOD using the on-site meteorological data and receptor locations around the property boundary, gridded receptors, and receptors at specific sensitive receptor locations. The AERMOD results were input into the HARP2 software tool for conducting HRAs. The HRA followed the OEHHA Risk Assessment Guidelines (2015) as well as the VCAPCD Air Quality Assessment Guidelines (VCAPCD 2003). Additional information on the TAC emission calculations and the methodology, input parameters, and detailed results for each predicted health impact and at each receptor type, broken down by pollutant and source, for the operational HRA are provided in Appendix B.

The results of the HRA from the Project's operational TAC emissions are summarized in Table 5.3-10. The results show that the predicted health impacts are below the VCAPCD health risk thresholds; therefore, impacts from the Project's TAC emissions would be less than significant.

Table 5.3-10. Operational Health Risk Assessment Results

Predicted Health Impact	Maximally Exposed Individual Residential	Maximum Sensitive Receptor	Maximally Exposed Individual Worker	VCAPCD CEQA Threshold	Significant?
Cancer Risk (In One Million)	2.81	0.54	1.25	10	No
Chronic Hazard Index (HIC)	0.009	0.002	0.01 (annual) 0.05 (8-hour)	1	No
Acute Hazard Index (HIA)	0.03	0.03	0.02	1	No

Notes: VCAPCD = Ventura County Air Pollution Control District; CEQA = California Environmental Quality Act.

5.3d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-Than-Significant Impact. The Project would not result in other emissions that would adversely affect a substantial number of people. This discussion reviews the potential for Project construction and operation to adversely impact people due to both odors and fungal spores that can become airborne in fugitive dust and cause San Joaquin Valley fever.

Odor

Impacts due to odors are potentially significant if they affect a substantial number of people.

During construction, there may be mild odors associated with the operation of diesel-fueled off-road construction equipment or application of materials such as architectural coatings. However, the odor from construction equipment is similar to on-road vehicles and would not be expected to be much different than typical conditions in the area.

For operations, natural gas facilities are not listed in the VCAPCD Air Quality Assessment Guidelines (VCAPCD 2003) as the type of facility that is expected to have potential odor impacts. Natural gas contains an odorant (injected elsewhere) as a safety measure so that it is detectable. SoCalGas has a robust leak detection and repair process at the Ventura Compressor System to minimize natural gas leaks from the components in fugitive service, such as valves and flanges. The installation of new fugitive components coupled with the robust leak detection and repair process is anticipated to result in fewer natural gas leaks compared to baseline conditions. Furthermore, the facility would not use diesel fuel in the on-site equipment during operation of the Project. Because the Project would decrease the potential for odors from gas leaks, the impact would be less than significant.

San Joaquin Valley Fever

The VCAPCD Air Quality Assessment Guidelines (VCAPCD 2003) require an assessment of San Joaquin Valley fever (formally known as Coccidioidomycosis). San Joaquin Valley fever is an infectious disease caused by the fungus *Coccidioides immitis*. San Joaquin Valley fever is also known as Valley fever, desert fever, or Cocci. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by wind, construction, farming, wildfires, or other events. The Valley

fever fungus tends to be found at the base of hillsides, in virgin, undisturbed soil. It usually grows in the top few inches of soil but can grow down to 12 inches below ground surface. The fungus does not survive well in highly populated areas because there is not usually enough undisturbed soil for the fungus to grow. Infection is most frequent during summers that follow a rainy winter or spring, especially after wind and dust storms. In Ventura County, the Valley fever fungus is most prevalent in the County's dry, inland regions. Although fugitive dust during construction has the potential to lead to the spread of San Joaquin Valley fever, impacts related to dust disturbance would be less than significant given the limited construction activities and the disturbed nature of the site. Further, construction of the Project would comply with VCAPCD Rule 55 to limit dust generation and movement. Compliance with VCAPCD Rule 55 – Fugitive Dust and incorporation of the recommended measures in CPUC-AIR-1 (Dust Control during Construction) (see Section 5.3.7.1) would further reduce the potential that construction activities would significantly increase the entrained fungal spores that cause Valley fever above existing background levels.

During operation, travel would be on paved and graveled areas, so fugitive dust would be further minimized, and impacts related to Valley fever during operation would be less than significant.

5.3.5 Mitigation Measures

No significant impacts would occur as a result of the Project; therefore, no mitigation is required.

5.3.6 Level of Significance Summary

The Project would have less-than-significant impacts related to conflicts with or obstruction of implementation of the applicable air quality plan.

The Project would have less-than-significant impacts related to a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

The Project would have less-than-significant impacts related to exposure of sensitive receptors to substantial pollutant concentrations.

The Project would have less-than-significant impacts related to other emissions (such as those leading to odors) that could adversely affect a substantial number of people.

5.3.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would incorporate the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

Below, SoCalGas lists applicable recommended air quality measures from CPUC Guidelines, VCAPCD Air Quality Assessment Guidelines, and CARB Regulations, which SoCalGas would incorporate into Project activities. In summary, SoCalGas would implement the fugitive dust control measures that are recommended in the CPUC Guidelines (2019). SoCalGas would also implement BMPs that are recommended in the VCAPCD Air Quality Assessment Guidelines for NO_x emissions control for construction equipment. In addition, SoCalGas would implement measures that are required or encouraged by the CARB Regulation for In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449), as discussed in Section 5.3.7.2.

5.3.7.1 CPUC Recommended Environmental Measures

The Project proponents would implement the following CPUC Recommended Environmental Measure. The measure components align with, and in some cases exceed, the fugitive dust control measures required by VCAPCD Rule 55 – Fugitive Dust.

CPUC-AIR-1 Dust Control during Construction. The Applicant shall implement measures to control fugitive dust in compliance with all local air district(s) standards. Dust control measures shall include the following at a minimum:

- All exposed surfaces with the potential of dust-generating shall be watered or covered with coarse rock to reduce the potential for airborne dust from leaving the site.
- The simultaneous occurrence of more than two ground disturbing construction phases on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- Cover all haul trucks entering/leaving the site and trim their loads as necessary.
- Use wet power vacuum street sweepers to sweep all paved access road, parking areas, staging areas, and public roads adjacent to project sites on a daily basis (at minimum) during construction. The use of dry power sweeping is prohibited.
- All trucks and equipment, including their tires, shall be washed off prior to leaving project sites.
- Apply gravel or non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at project sites.
- Water and/or cover soil stockpiles daily.
- Vegetative ground cover shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- All vehicle speeds shall be limited to 15 miles per hour (mph) or less on unpaved areas.
- Implement dust monitoring in compliance with the standards of the local air district.
- Halt construction during any periods when wind speeds are in excess of 50 mph.

5.3.7.2 Project Best Management Practices

In addition to the fugitive dust BMPs in CPUC-AIR-1, VCAPCD's Air Quality Assessment Guidelines (VCAPCD 2003) recommends certain BMPs for construction activities to minimize NO_x emissions. SoCalGas would incorporate the following BMPs as recommended in the VCAPCD Air Quality Assessment Guidelines (2003) to minimize NO_x and DPM emissions during construction:

BMP-AIR-1 NO_x and DPM Emissions Minimization during Construction.

- Minimize equipment idling time when not in active use.
- Maintain equipment engines in good condition and in proper tune as permanufacturers' specifications.
- Minimize the number of vehicles and equipment operating at the same time.
- Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, when feasible.

In addition to CPUC-AIR-1 and the VCAPCD-recommended actions above, SoCalGas will also require the construction contractor to incorporate the below-noted action:

- Construction equipment that has Tier 4 certified engines shall be used unless that class/ category of equipment does not have a Tier 4 option.

As discussed in Section 5.3.2.2, Air Permits, CARB's Regulation for In-Use Off-Road Diesel Fueled Fleets (13 CCR 2449) was amended recently to accelerate the phasing out of construction off-road equipment that does not meet the EPA Tier 4 standards. The regulation bans the adding of lower-tiered engines after certain dates for a range of equipment sizes. Although small fleets and low use (less than 200 hours per year) equipment will still be allowed to use Tier 3 and Tier 4 interim engines, large and medium fleets of construction equipment will mostly have transitioned to Tier 4 final by 2029 when Project construction commences. This CARB regulation also requires that equipment idling time be minimized.

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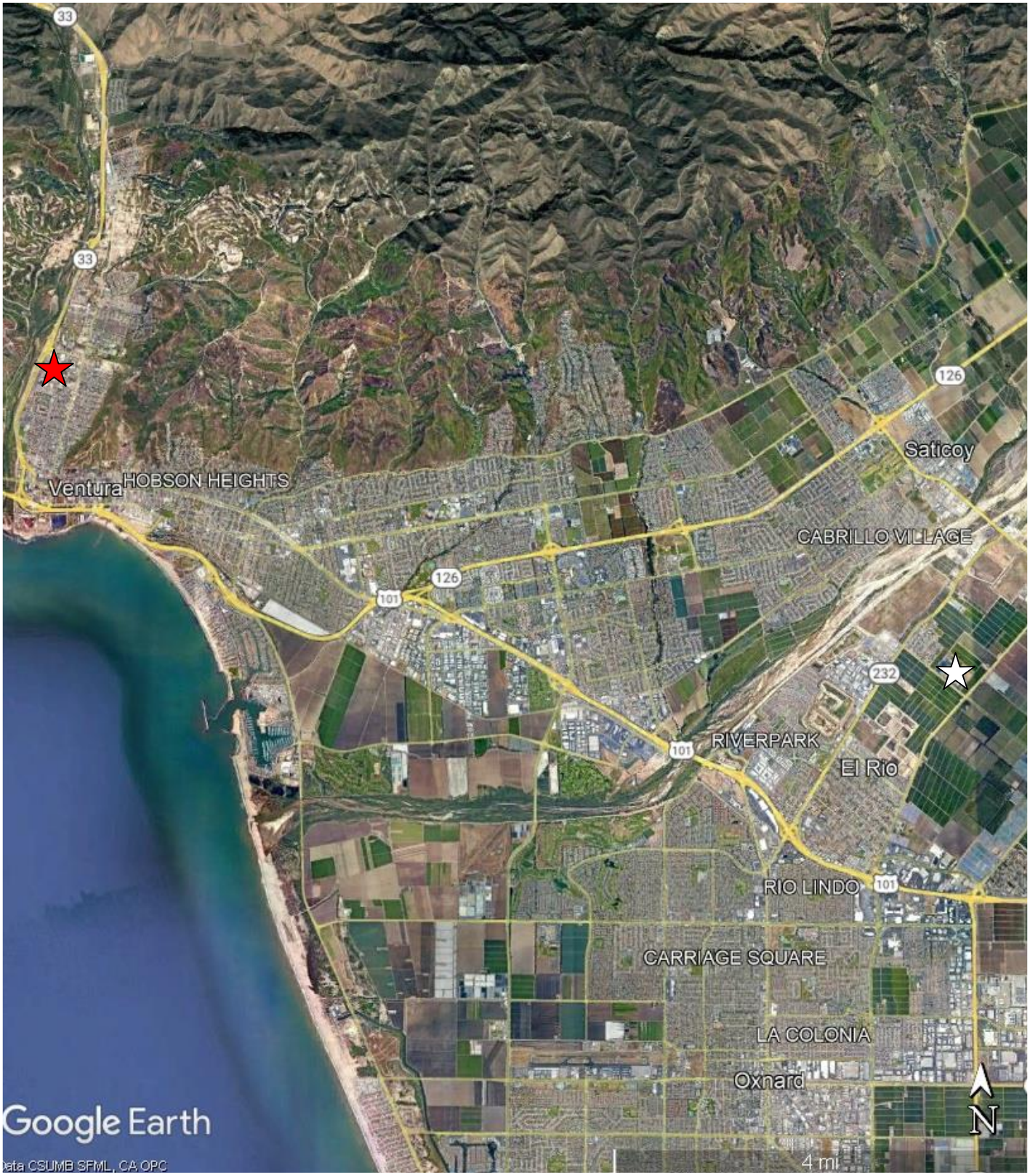

SOURCE: Yorke Engineering LLC 2023

FIGURE 5.3-1

Location of El Rio Air Quality Monitoring Station

Ventura Compressor Station Modernization Project

DUDEK Yorke ENGINEERING, LLC www.YorkeEngr.com

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Project Site
1,000 Feet
Residential
Daycare/School
Non-Residential Sensitive Receptor

SOURCE: Yorke Engineering LLC 2023

FIGURE 5.3-2

Locations of Sensitive Receptors Including Residential Areas

Ventura Compressor Station Modernization Project

DUDEK
Yorke ENGINEERING, LLC
www.YorkeEngr.com

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5.4 Biological Resources

This section describes existing conditions and potential impacts on biological resources as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is based on publicly available data as well as a reconnaissance survey and evaluation of biological resources within the Project Site and surrounding area, including the following:

- Appendix C, Biological Resources Assessment: Ventura Compressor Modernization Project, prepared by South Environmental, February 2023

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.4.1 Environmental Setting

5.4.1.1 Biological Resources Technical Report

The Project Biological Resources Assessment is provided in Appendix C.

5.4.1.2 Study Area (Local Setting)

This PEA section identifies and assesses the potential impacts to sensitive or protected biological resources on the 8.42-acre Project Site as well as the 2.53-acre off-site Staging Area, which totals approximately 11 acres (i.e., the Development Area).[1] Taking into account a 1,000-foot buffer from the Development Area, the total Study Area for biological resources includes 148 acres. The Development Area has a General Plan land use designation of "Industry" and a zoning designation of "M-2–General Industrial Zone" and is located in the City of Ventura (City) approximately 370 feet east of State Route (SR) 33. The Development Area is within the U.S. Geological Survey Ventura 7.5-Minute Topographical Quadrangle, and within Sections 32 and 33 of Township 03 North (03N) and Range 23 West (23W).

The Project Site is located at 1555 North Olive Street (Assessor's Parcel Number [APN] 068-0-142-030) and is entirely developed and surrounded by developed land uses. Regional access to the Project Site is via U.S. Route 101. Industrial uses surround the Project Site on the north, west, and south. A single-family residence (1675 North Olive Street, APN 068-0-090-340) is located adjacent to the northwest corner of the Project Site fronting North Olive Street.[2] The E.P. Foster Elementary School is located across North Olive Street to the east of the Project Site. An approximately 2.53-acre temporary construction Staging Area is located immediately west of the Project Site. The Project Site is approximately 900 feet east and the Staging Area is approximately 650 feet east of the Ventura River corridor. Portions of the Study Area are within the Ventura River corridor, which is west of SR-33 and located within unincorporated Ventura County (County).

1 "Sensitive or protected biological resources" refers to a broad set of sensitive and protected resources that include wetlands and waters, protected trees, and wildlife movement areas as well as special-status species (i.e., plants and animals that have a state, local, or federal status such as species of special concern, endangered species, or threatened species).

2 Although APN 068-0-090-340 is zoned and designated for industrial/manufacturing uses, the parcel appears to include a single-family residence on the northern half of the property (City of Ventura 2023). According to site reconnaissance and a Google Earth desktop analysis, the southern half of the APN 068-0-090-340 includes a storage container, several ancillary non-habitable structures, and a vehicle storage/parking area (Google Earth 2023).

As shown on Figure 5.4-1, Critical Habitat, Habitat Linkage, and Movement Corridors, there is a strip of land owned by the City immediately adjacent to the west of the Staging Area that is shown in the California Protected Areas Database (CPAD). According to Google Earth images and Esri aerial photographs, this area is a paved, private access for the adjacent industrial areas. This area shows up as Southern Pacific Railroad in the topographic map (refer to Appendix C, Figure 1), but no railroad tracks are visible in this location and it does not currently have that use.

Regionally, the Project Site is in the foothills of the eastern Santa Ynez Mountains within the Ventura River watershed. The Project Site is approximately 7,800 feet (1.5 miles) northeast of the Pacific Ocean. Locally, the Project Site is located approximately 900 feet east of the Ventura River, 1,600 feet (0.3 miles) southwest of Harry A. Lyon Park, 3,700 feet (0.7 miles) northwest of Grant Park, and 3,400 (0.65 miles) north of Westpark Community Center. As described in PEA Section 5.7, Geology, Soils, and Paleontological Resources, the Project Site is underlain by historically active wash deposits adjacent to an active channel and is composed of unconsolidated sand, silt, and gravel. The northern portion of the Project Site has undergone extensive soil remediation, which included excavations up to 40 feet and backfill with clean fill soil, with cement slurry and rock placed in the deeper excavations. Therefore, the northern portion of the Project Site is underlain by artificial fill varying from 5 to 40 feet deep. Based on geotechnical borings drilled in the southern portion of the Project Site, fill soils in this area are typically 3 to 7 feet deep, with a localized area of fill to 12.5 feet. These fill soils consist predominantly of a layer of sandy clay overlying poorly graded sand and poorly graded gravel.

The elevation of the Project Site increases slightly from south to north. The Project Site is at an approximate elevation of 65 feet (National Geodetic Vertical Datum [NGVD] 29), situated on relatively flat to gently sloping topography toward the south-southwest (refer to Appendix I, Report of Geotechnical Investigation). Average high and low temperatures for the City are 73°F high and 60°F low in the summer, and 65°F high and 46°F low in the winter. The region receives an average of 21 inches of precipitation per year, with no snowfall and rain occurring on an average of 29 days (about 4 weeks) per year (NOAA 2023).

According to the USDA Soils Database there are five soil complexes on the Study Area (USDA 2023):

- Anacapa sandy loam, 2° to 9° slopes occur in the central and eastern parts of the Project Site. This is an alluvial flat soil that is well drained.
- Garretson loam, 2° to 9° slopes occur in the southern portion of the Study Area outside the Project Site. This is found on alluvial fans and footslopes and is well drained.
- Riverwash occurs on a sliver of the western edge of the Study Area and outside the Project Site. This is the streambed for Ventura River.
- Sandy alluvial land occurs in the western part of the Project Site. This is a floodplain soil and is somewhat excessively drained.
- Sorrento loam, 2° to 9° slopes occur in the northeast part of the Project Site. This is an alluvial fan soil and is well drained.

5.4.1.3 Vegetation Communities and Land Cover

No native plant communities or habitats occur on the Project Site because it is entirely developed. Developed/ disturbed areas occur throughout the Study Area except for the Ventura River corridor, where arroyo willow thickets occur at the western edge of the Study Area, as shown on Figure 5.4-2, Plant Communities and Land Cover, and summarized in Table 5.4-1.

Table 5.4-1. Plant Communities in the Study Area

Community or Land Cover Type	Study Area (Acres)	Development Area (Acres)	Project Impacts (Acres)
Developed/disturbed	136	11	11
Arroyo willow thickets	12	0	0
Total	**148**	**11**	**11**

Developed/Disturbed

A developed and disturbed land cover type is found on 136 acres (92%) of the Study Area, including the entire 11-acre Development Area. This land cover type is made up of existing developments, including municipal facilities, commercial facilities, industrial facilities, residential houses, public school facilities, driveways, parking areas, and roadways. Some invasive and non-native vegetation was present within gravel and paved developed areas, and ornamental landscape communities made up lawns and decorative areas for developments and contained a diversity of non-native ornamental plants.

Among others at the canopy level, ornamental trees observed were lemon-scented gum (*Corymbia citriodora*), sweet bay (*Laurus nobilis*), olive (*Olea europaea*), coast redwood (*Sequoia sempervirens*), queen palm (*Syagrus romanzoffiana*), and Yucca gigantea (*Yucca gigantea*). Plants in the shrub layer included sacred bamboo (*Nandina domestica*), Indian hawthorn (*Rhaphiolepis indica*), star jasmine (*Trachelospermum jasminoides*), Mexican fan palm (*Washington robusta*), and cactus (*Opuntia* sp.), among others. The herbaceous level included panic veldtgrass (*Ehrharta erecta*), Canada horseweed (*Erigeron canadensis*), English ivy (*Hedera helix*), orange daylily (*Hemerocallis fulva*), foxtail barley (*Hordeum murinum*), yellow sweetclover (*Melilotus officinalis*), sow-thistle (*Sonchus oleraceus*), St. Augustine grass (*Stenotaphrum secundatum*), and red-seed dandelion (*Taraxacum officinale*).

Arroyo Willow Thickets

The Ventura River corridor occurs on 12 acres (8%) of the Study Area on the west side of SR-33. Arroyo willow thickets occur as both riparian scrub and woodland, with dense willow thickets surrounding the stream and sparser tree and shrub cover with non-native grasses near SR-33. This community is dominated by arroyo willow (*Salix lasiolepis*), and has red willow (*Salix laevigata*), mulefat (*Baccharis salicifolia*), coyote brush (*Baccharis pilularis*), laurel sumac (*Malosma laurina*), and brickellbush (*Brickellia californica*) in this denser area near the stream flow. The density of willows (*Salix* spp.) decreases with distance from the stream flow of the river, and it becomes a riparian scrub area dominated by more sparse native shrubs listed above and includes birch leaf mountain mahogany (*Cercocarpus betuloides*) as well as a diversity of non-native and invasive herbaceous cover between the shrubs, such as ripgut brome (*Bromus diandrus*), panic veldtgrass, foxtail barley, and tumbleweed (*Salsola tragus*). This is a high-quality native riparian and aquatic habitat that supports a high diversity of plants and wildlife.

Sensitive Natural Communities

The California Department of Fish and Wildlife (CDFW) 2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities defines sensitive natural communities as those that are "of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects." CDFW considers a natural community sensitive if it has a global (G) or state (S) rarity rank of 1 to 3, which includes communities that are vulnerable (G3/S3), imperiled (G2/S2), and critically

imperiled (G1/S1). CDFW uses the alliances and groups described in the Manual of California Vegetation Online to characterize California's natural communities and provides the California Natural Communities List online (the most current at the time of publication of this PEA was dated June 1, 2023) to list the current global and state rarity rank for each natural community characterized in the Manual of California Vegetation Online (CNPS 2023; CDFW 2023a). The arroyo thickets in the Study Area have a G4/S4 ranking and are therefore not considered a sensitive natural community by CDFW. The arroyo willow thickets do not have a global or state rarity ranking that would qualify them as a CDFW-designated natural community, but they are a riparian community that is considered valuable as wildlife habitat due to the typical species diversity and abundance found in riparian areas. Generally, riparian areas are considered sensitive and of high biological value.

The Ventura River aquatic areas are considered a sensitive natural community by CDFW according to the California Natural Diversity Database (CNDDB) records, and the Ventura River is designated a Southern California steelhead stream because the Southern California steelhead distinct population segment (DPS) (pop. 10) occurs in the Ventura River at this location.

5.4.1.4 Aquatic Features

According to the U.S. Geological Survey's National Watershed Boundary Dataset (USGS 2022), the Project Site is part of the Lower Ventura River Watershed. The Ventura River corridor includes a perennial stream and surrounding dense willow riparian areas that transitions to more riparian scrub closer to SR-33. The Ventura River corridor is a dynamic river system with forested and shrub wetlands, a large floodplain, and riparian scrub along the edge of the floodplain. This river system supports a diversity of aquatic, riparian, and wetland habitats. There are no water resources within the Development Area, but it is 650 feet east of the Ventura River corridor (see Figure 5.4-1), which is contained in a channelized streambed at the western edge of the Study Area. The entire Development Area and 92% of the Study Area are developed, and no jurisdictional or aquatic features are present there or surrounding. The Project Site is separated from the Ventura River corridor by industrial development and SR-33 on the west and has no direct connection to the river.

5.4.1.5 Habitat Assessment

The assessment of habitat for special-status plants and animals of the Project Site began with a review of literature relating to the species that are known to occur on or near the Study Area. The CNDDB was reviewed to identify special-status plants, animals, and natural communities that have previously been recorded in the U.S. Geological Survey Ventura 7.5-minute quad that the Project Site is located within, and the seven surrounding U.S. Geological Survey 7.5-minute quads: White Ledge Peak, Matilija, Ojai, Saticoy, Oxnard, Oxnard OE, and Pitas Point. Typically, a nine-quad search is used, but because the Project Site is near the ocean, only eight quads occur in this area. Additionally, an assessment was made for each of the special-status species identified and their potential to occur on or within 1,000 feet of the Project Site. The search area and literature review area fully encompass the California Public Utilities Commission (CPUC) required 5-mile buffer around the site and then also includes additional areas in the region.

Special-Status Plants

The developed/disturbed portions of the Study Area, including the entire 11-acre Development Area, lack habitat for special-status plants; as a result, none are expected to occur in this land cover type. According to the literature review presented in Appendix B of the attached Biological Resources Assessment (Appendix C to this PEA), 30 special-status plants are known to occur in the region. No special-status plants were observed within the Development Area during the field visit and each special-status plant known within the region was assessed as

having no potential to occur in the developed/disturbed areas due to a lack of native habitats and the developed nature of this land cover type. No special-status plant species have been previously recorded in the CNDDB within the developed/disturbed areas and the Development Area is not within designated or proposed Critical Habitat for any plant species (CDFW 2023b; USFWS 2023a). No special-status species have the potential to occur in the developed/disturbed areas of the Project Site because the areas are entirely developed with bare, compacted soils that are graded, and special-status plants occur in native plant communities and habitats, which are absent from the Development Area. Only sparse non-native vegetation, occasional ornamental trees, and invasive vegetation occur within the Project Site. The developed/disturbed portions of the Study Area do not support special-status plants and the existing development precludes special-status plants from establishing there in the future.

The arroyo willow thickets within the Ventura River corridor, which occur approximately 700 feet[3] away from and entirely outside the Development Area, have the potential to support the following special-status plants:

- Ventura marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*) is a federal and state endangered (SE) plant that is recorded in the CNDDB within Ventura River corridor near the Development Area. This species occurs in marshes and swamps, coastal dunes, and coastal scrub between 5 and 200 feet above mean sea level (amsl) and blooms between June and October. There is one record of this species from 1987 that does not have an accurate location information and is possibly extirpated. Nonetheless, the species could occur in the Ventura River corridor due to the suitable marsh and coastal scrub habitat and past records of the species in the vicinity of the Study Area.
- Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*) has a California Rare Plant Rank (CRPR) of 1B.1, indicating that it is rare throughout its range. This species occurs in marshes and swamps, playas, and vernal pools at an elevation of 5 to 4,005 feet amsl and blooms between February and June. There is a single occurrence of this plant recorded in the CNDDB within the Ventura River corridor near the Development Area. The exact location of the recorded occurrence is not known and is listed in the CNDDB as in Ventura or the Ventura River. Based on the suitable habitat within the Ventura River corridor and the past occurrence records of the species, it has the potential to occur in the Ventura River marsh habitat in the Study Area.
- White rabbit-tobacco (*Pseudognaphalium leucocephalum*) has a CRPR of 2B.2, indicating it is common outside California but rare in California. This species occurs in chaparral, cismontane woodlands, coastal scrub, and riparian woodlands at an elevation of 0 to 6,890 feet amsl and blooms between August and November. This species has a medium potential to occur in the Ventura River corridor based on suitable riparian woodland and scrub habitat and known occurrence records in the region. This species has CNDDB records within the Santa Clara River corridor, approximately 7 miles from the Project Site. Nonetheless, there is suitable habitat for the species in the Ventura River corridor and there is a medium potential for this species to occur.

Special-Status Animals

The developed/disturbed portions of the Study Area, including the entire 11-acre Development Area, lack habitat for special-status animals; as a result, none are expected to occur in this land cover type. According to the literature analysis using the CNDDB database and presented in Appendix B of the Biological Resources Assessment (see Appendix C of this PEA), there are 40 special-status animals known to occur in the region. No special-status animals were observed within the Development Area during the field visit and no other evidence, such as tracks, scat,

[3] The arroyo willow thickets occur approximately 50 feet west of the outer edge of the Ventura River corridor, which is approximately 650 feet west of the Staging Area.

carcasses, or bones, of special-status animals was found. No special-status animals have been previously recorded in the CNDDB in the developed and disturbed areas of the Study Area (CDFW 2023b). The nearest USFWS designated Critical Habitat is for southwestern willow flycatcher (*Empidonax traillii extimu*s), and it occurs within the Ventura River corridor (discussed below) approximately 650 feet west of the Development Area. The Development Area is separated from the Ventura River corridor by 650 feet of industrial development and SR-33 on the west and there is no habitat for southwestern willow flycatcher on the developed/disturbed portions of the Study Area, which includes the entire Project Site. No special-status wildlife species were assessed with any potential to occur in the developed/disturbed areas. None have the potential to occur in the developed/disturbed areas because these are characterized by development, such as buildings and paved roads, and disturbed areas with bare, compacted soils that are graded, and special-status animals occur in native plant communities and habitats, which are absent. Only sparse non-native vegetation, occasional ornamental trees, and invasive vegetation occur within the Project Site. The developed/disturbed areas do not support special-status animals and the existing development precludes special-status animals from establishing there in the future. The vegetation, ornamental trees, and buildings provide opportunities for nesting birds and raptors protected by the Migratory Bird Treaty Act (MBTA) and California Migratory Bird Protection Act (MBPA) to occur at the site; however, these would be limited to species that are found in urban areas, and special-status species would not occur. Generally, birds, bats, and insects would not be attracted to the Project Site due to the general lack of plants and water sources. Only those species highly adapted to development would be expected to occur and no special-status species would occur at the site during any part of their life cycle, including to fly over or stop, because there is nothing to attract them to the Project Site.

The Ventura River is designated Critical Habitat for southwestern willow flycatcher and is characterized as Southern California steelhead stream, a sensitive natural community according to CDFW. The Ventura River is a dynamic river system with forested and shrub wetlands, a large floodplain, and riparian scrub along the edge of the floodplain. This river system supports a diversity of aquatic, riparian, and wetland habitats. The following special-status animals are known to occur in the Ventura River corridor or have a high potential to occur in the aquatic habitat or riparian woodlands and scrub:

- Foothill yellow-legged frog (*Rana boylii*) is an SE species and a California species of special concern (SSC). It can be found in partly shaded shallow streams and riffles with a rocky substrate in a variety of habitats. It needs at least some cobble-sized substrate for egg-laying and at least 15 weeks to attain metamorphosis. This environment does not occur on the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.
- California red-legged frog (*Rana draytonii*) is a federal threatened (FT) species and an SSC. It requires 11 to 20 weeks of permanent water for larval development. It must have access to estivation habitat. This environment does not occur on the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.
- Coast range newt (*Taricha torosa*) is an SSC. It lives in terrestrial habitats and will migrate more than 1 kilometer (0.6 miles) to breed in ponds, reservoirs and slow-moving streams. This environment does not occur on the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.
- Tricolored blackbird (*Agelaius tricolor*) is state threatened and an SSC. It requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers (1 or 2 miles) of the colony. This environment does not occur on the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.

- Yellow warbler (*Setophaga petechia*) is an SSC. It is frequently found nesting and foraging in willow shrubs and thickets and in other riparian plants, including cottonwoods, sycamores, ash, and alders. This environment does not occur within the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.
- Least Bell's vireo (*Vireo bellii pusillus*) is a federal endangered (FE) and SE species. It nests along margins of bushes or on twigs projecting into pathways, usually willows, *Baccharis*, and mesquite (*Prosopis* spp.). This environment does not occur on the Project Site but could be found in the western part of the Study Area within the riparian area for the Ventura River.
- Tidewater goby (*Eucyclogobius newberryi*) is an FE species. It is found in shallow lagoons and lower stream reaches; it needs fairly still but not stagnant water and high oxygen levels. This environment does not occur on the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.
- Steelhead – Southern California distinct population segment (DPS) (*Oncorhynchus mykiss irideus* pop. 10) is an FE species and a candidate for SE. The species likely has greater physiological tolerances to warmer water and more variable conditions. Suitable habitat for Southern California steelhead does not occur on the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.
- Crotch bumble bee (*Bombus crotchii*) is an International Union for Conservation of Nature (IUCN) endangered species. Its food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum*. These plants are not found on the Project Site but could be found in the western part of the Study Area within the riparian area for the Ventura River.
- Monarch butterfly (*Danaus plexippus* pop. 1) is a candidate for FE and IUCN endangered. It roosts in wind-protected tree groves (eucalyptus [*Eucalyptus* spp.], Monterey pine [*Pinus radiata*], cypress [*Cupressus* spp., *Hesperocyparis* spp.]), with nectar and water sources nearby. This environment does not occur on the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.
- Mexican long-tongued bat (*Choeronycteris mexicana*) is an SSC. It feeds on nectar and pollen of night-blooming succulents, roosting in relatively well-lit caves and in and around buildings. There are no suitable buildings on the Project Site or in any part of the Study Area.
- Western pond turtle (*Emys marmorata*) is an SSC. It needs basking sites and suitable upland habitat (including sandy banks or grassy open fields) up to 0.5 kilometers (0.3 miles) from water for egg-laying. This environment does not occur on the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.
- Two-striped gartersnake (*Thamnophis hammondii*) is an SSC. Highly aquatic, it is found in or near permanent fresh water, often along streams with rocky beds and riparian growth. This environment does not occur on the Project Site but can be found in the western part of the Study Area within the riparian area for the Ventura River.

5.4.1.6 Critical Habitat

As shown on Figure 5.4-1, there is no designated or proposed U.S. Fish and Wildlife Service (USFWS) designated Critical Habitat on the Project Site. However, USFWS-designated Critical Habitat for southwestern willow flycatcher occurs in the Ventura River corridor approximately 650 feet from the Development Area, at the western edge of the Study Area. In addition, USFWS-designated Critical Habitat areas for tidewater goby and for western snowy plover

(*Charadrius nivosus nivosus*) are located approximately 1 mile south of the Project Site in the brackish waters and sandy beach areas, respectively, near the confluence of the Ventura River and the Pacific Ocean.

5.4.1.7 Native Wildlife Corridors and Nursery Sites

The National Wetlands Inventory and CPAD data include parklands and protected native habitats as well as river and stream systems (USFWS 2023b; CPAD 2023), which are areas of high importance for wildlife movement in the region. The Development Area is entirely developed and is surrounded by existing development. The vast majority of the Study Area is disturbed or developed land cover type, except for the Ventura River corridor that occurs 650 feet to the west of the Development Area. The nearest high-quality habitat and wildlife migration area is in the arroyo willow thickets that occur within the Ventura River corridor, which is considered an essential, high-value habitat linkage that would be used by numerous fish and wildlife for migration. The Ventura River habitats would also be considered important for regional and local native wildlife nursery sites because they contain high-value native habitats within a riparian and aquatic setting that are able to support a high diversity of species during breeding as well as dispersal. The County of Ventura Resource Management Agency has designated the Ventura River as a Habitat Connectivity and Wildlife Corridor that is essential for wildlife and plant dispersal and migration in the County. However, the 11-acre Development Area is separated from the arroyo willow thickets by 650 feet of industrial development and SR-33 on the west and has no direct connection to the river. There are no native habitats in the Study Area that could act as a linkage or wildlife migration corridor from the Development Area to/from the Ventura River. In addition, the Development Area would not be considered an important native nursery site due to the lack of native plant communities and the presence of development that precludes the use of the site by local and regional wildlife.

According to CPAD, there is a City-owned strip of land immediately adjacent to the west of the Staging Area (see Figure 5.4-1). Google Earth images and Esri aerial photographs of this area show a paved, private access for the adjacent industrial areas. This area shows up as Southern Pacific Railroad in the topographic map (see Figure 1 of the Biological Resources Assessment in Appendix C), but no railroad tracks are visible in this location and it currently does not have that use. This City-owned area is not considered a wildlife corridor or movement area because it is highly developed and used for industrial purposes. Due to the lack of habitat on the 11-acre Development Area and the lack of a direct connection to existing movement areas in the Ventura River corridor that are separated from the site by 650 feet of development, the Project Site lacks habitat linkages and wildlife movement corridors.

5.4.1.8 Biological Resource Management Areas

The Project Site is in an industrial area and is already developed. The site and surrounding areas are not included in any Natural Community Conservation Plan (NCCP) or any other approved habitat conservation plan (HCP). The Ventura River corridor occurs 650 feet west of the Project Site and is an important biological resource in the region, but it is not part of any HCP or NCCP.

5.4.2 Regulatory Setting

5.4.2.1 Federal

Federal Endangered Species Act

The federal Endangered Species Act (FESA) of 1973 defines an endangered species as "any species which is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range." Under provisions of Section 9(a)(1)(B) of FESA, unless properly permitted, it is unlawful to "take" any listed species. "Take" is defined in Section 3(18) of FESA as follows: "[to] harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Further, USFWS, through regulation, has interpreted the terms "harm" and "harass" to include certain types of habitat modification as forms of take. These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action that could affect a federally listed plant or animal species, the property owner and agency are required to consult with USFWS pursuant to Section 7 of FESA if there is a federal nexus, or pursuant to Section 10 of FESA. Section 9(a)(2)(b) of FESA addresses the protections afforded to listed plants.

Migratory Bird Treaty Act

The MBTA protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography), and is based on the professional judgment of a monitoring biologist. USFWS publishes a list of migratory bird species protected under the MBTA.

5.4.2.2 State

California Endangered Species Act

The California Endangered Species Act (CESA) states that "all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved."

CDFW oversees CESA and reviews and analyzes petitions for the listing of species to CESA. Projects that have the potential to significantly impact listed species must consult with CDFW to get an Incidental Take Permit. Similarly, if a species is listed to both FESA and CESA, consultation with USFWS and CDFW would be required and could result in a Consistency Determination.

California Fish and Game Code Section 3500

Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of

any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code Section 3515 states that is it unlawful to take any non-game migratory bird protected under the MBTA.

California Migratory Bird Protection Act

The MBPA was enacted in September 2019 to reinforce the MBTA at the state level. The MBPA states:

> It is unlawful to take or possess any migratory nongame bird as designated in the federal Migratory Bird Treaty Act (16 U.S.C. Sec. 703 et seq.) before January 1, 2017, any additional migratory nongame bird that may be designated in that federal act after that date, or any part of a migratory nongame bird described in this section, except as provided by rules and regulations adopted by the United States Secretary of the Interior under that federal act before January 1, 2017, or subsequent rules or regulations adopted pursuant to that federal act, unless those rules or regulations are inconsistent with this code.

This section is inactive on January 20, 2025, and the following language below will be adopted:

> It is unlawful to take or possess any migratory nongame bird as designated in the federal Migratory Bird Treaty Act (16 U.S.C. Sec. 703 et seq.), or any part of a migratory nongame bird described in this section, except as provided by rules and regulations adopted by the United States Secretary of the Interior under that federal act.

This section is operative starting on January 20, 2025.

5.4.2.3 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.4.1, Environmental Setting, the Project Site is entirely within the City. This section identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

Ventura County Protected Tree Ordinance

Alterations or removal of protected trees are subject to permits as defined in the Ventura County Non-Coastal Zoning Ordinance. The application for a permit is controlled by the ordinance (County of Ventura 2023) as follows:

> [I]n the non-coastal zone, protected trees include all oaks and sycamores 9.5 inches in circumference or larger (measured at least 4.5 feet above ground), trees of any species with a historical designation, trees of any species 90 inches in circumference or larger, and most 9.5-inch in circumference or larger native trees that are located in the Scenic Resources Protection Zone.

In the coastal zone, protected trees include trees that are considered Environmentally Sensitive Habitat Areas, native trees, historic trees, and heritage trees. A permit is required even to alter a non-native tree or a non-native invasive tree species that is located in the coastal zone.

Portions of the Study Area within the Ventura River corridor are within Ventura County and are therefore subject to this ordinance. No protected trees would be affected by the Project; therefore, no Ventura County Protected Tree Ordinance permit is required.

5.4.2.4 Habitat Conservation Plan

The Project Site is in an industrial area and is already developed with an industrial land use. The Study Area is not included in any HCP or NCCP.

5.4.3 Impact Questions

The Project's potential impacts on biological resources were evaluated using the significance criteria set forth in Appendix G of the CEQA Guidelines and the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) (14 CCR 15000 et seq; CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.4-2 and discussed in more detail in Section 5.4.4, Impact Analysis.

Table 5.4-2. Checklist for Biological Resources

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
CEQA Impact Questions					
BIOLOGICAL RESOURCES – Would the project:					
5.4a)	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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
5.4b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

Table 5.4-2. Checklist for Biological Resources

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
5.4c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
5.4d)	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?	☐	☐	☐	☒
5.4e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
5.4f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
CPUC Impact Questions					
5.4g)	Would the project create a substantial collision or electrocution risk for birds or bats?	☐	☐	☐	☒

5.4.4 Impact Analysis

Methodology and Assumptions

For the purposes of this Project, the impacts to biological resources were assessed within the context of the questions in Appendix G of the CEQA Guidelines. In addition, the CPUC-specific impacts questions have been addressed. A direct impact is one that would happen as a result of the project construction or development features directly affecting something, which occurs when project features overlap or intersect with biological resources. This includes permanent or temporary direct impacts such as removing, filling or covering, or crushing habitat, native vegetation, protected wildlife, streams or aquatic features, or other protected biological resources. Indirect impacts would be those negative effects to biological resources from noise, vibration, lighting, runoff, fuel modification, or other effects that are not happening directly to the resources (i.e., they do not overlap or intersect), but are indirectly negatively affecting those resources surrounding the direct impact area.

5.4a) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

Less-Than-Significant Impact. No native plant communities or habitats occur on the Project Site, because it is entirely disturbed/developed. The Project's direct impacts would occur in existing developed areas where no habitats occur. The disturbed/developed areas do not support special-status species due to lack of habitat, and the existing development precludes special-status species from establishing there in the future. Native habitats do occur 700 feet west of the Project Site within the arroyo willow thickets associated with the Ventura River, but the Project Site is separated from this habitat by 650 feet of industrial development and SR-33 on the west and has no direct connection to the river. Because the Project Site and surrounding areas are developed and lack native habitats, no direct impacts to habitat would occur from the Project. No special-status species are expected to occur on the Project Site and would more likely occur within the arroyo willow thickets approximately 700 feet away. Therefore, no direct impacts to special-status species would result from the Project.

Indirect impacts from noise, vibration, or lighting are not expected to result because the Project Site is surrounded by existing development and the nearest biological resources occur 700 feet to the west. The Project would not result in discharge or other impacts outside the Project Site, and the surrounding industrial areas would not be affected by project-related noise and vibrations. The 650 feet of industrial areas and SR-33 would provide a buffer between the Project's indirect effects and the arroyo willow habitat within the Ventura River corridor. Therefore, the Project would not result in indirect effects to habitat or special-status species.

Trees adjacent to the Project Site and buildings on the Project Site would provide potential nesting structures for birds protected by the MBTA, MBPA, and the California Fish and Game Code. If present at the time of Project activities, active nests, eggs, or young could be destroyed or otherwise disturbed to a point at which the young do not survive, which would be a violation of the MBTA, MBPA, and the California Fish and Game Code. In addition, indirect impacts from construction noise or vibration would have the potential to disturb an active bird nest to the point of failure if the nest is in immediate proximity to Project construction activities, and this would also be a violation of the MBTA and California Fish and Game Code. To avoid impacts to active bird nests, eggs, or young, pre-construction nesting bird surveys and monitoring would occur as described in Project Best Management Practice (BMP) BIO-1 (Pre-Construction Nesting Bird Survey and Avoidance; see Section 5.4.5.2 for the full text of this BMP). With incorporation of BMP-BIO-1, the Project's potential impacts to nesting birds would be less than significant.

5.4b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The developed/disturbed areas of the Study Area, including the Project Site, would not be considered a sensitive natural community because they are characterized by a lack of native habitat. Therefore, no direct impacts from the Project would occur on sensitive natural communities because these communities do not occur in the impact areas.

The arroyo willow thickets within the Study Area in the Ventura River corridor are considered a sensitive natural community by CDFW and the aquatic areas are considered Southern California steelhead stream, a CDFW

sensitive natural community. The arroyo willow thickets have a G4/S4 rarity ranking (see Section 5.4.1.5, Habitat Assessment) and therefore do not technically meet the global and state rarity ranking definition for sensitive natural community; however, they are considered riparian habitat that is sensitive according to CDFW due to their proximity to the Ventura River. The Project Site is separated from the Ventura River by 650 feet of industrial development and SR-33 on the west and has no direct connection to the river. The separation and existing development act as a buffer to indirect impacts and would buffer the effects of noise and vibration or lighting that might result during Project construction. Therefore, the Project would not result in indirect impacts to sensitive natural communities or riparian areas.

5.4c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no water resources, aquatic resources, or jurisdictional features within the Project Site, but the Project Site is 650 feet east of the Ventura River, which is contained in a channelized streambed on the west edge of the Study Area. The Project Site is separated from the Ventura River by 650 feet of industrial development and SR-33 on the west and has no direct connection to the river. The Project would be constructed on an existing developed area, and no direct impacts to wetlands, aquatic resources, or jurisdictional resources would result from the Project.

The Ventura River corridor includes a perennial stream and surrounding arroyo willow riparian areas that become progressively more riparian scrub closer to SR-33. The Project Site's separation from the Ventura River and the intervening existing development act as a buffer to impacts, ensuring that Project construction would not result in direct removal, filling, or hydrological interruption of the Ventura River; therefore, no impact would occur.

5.4d) Would the project 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?

No Impact. The Project Site is entirely developed and is surrounded by existing industrial development. There is no native plant community or habitat within 700 feet of the site. The nearest high-quality habitat and wildlife migration area is within the arroyo willow thickets that occur approximately 700 feet west of the Project Site. The arroyo willow thickets within the Ventura River corridor are considered an essential, high-value habitat linkage that would be used by numerous fish and wildlife for migration. However, the Project Site is separated from the arroyo willow thickets by industrial development and SR-33 on the west and has no direct connection to the river. There are no native habitats on the Project Site or Study Area that could act as a linkage or wildlife migration corridor from the Project Site to the Ventura River. According to CPAD, there is a strip of land owned by the City immediately adjacent to the west of the Staging Area (see Figure 2 in Appendix C), but Google Earth images and Esri aerial photographs of this area show a paved, private access for the adjacent industrial areas. This area shows up as Southern Pacific Railroad in the topographic map shown on Figure 1 of the Biological Resources Assessment (Appendix C), but no railroad tracks are visible in this location and currently it does not have that use. This City-owned area is not considered a wildlife corridor or movement area because it is highly developed and used for industrial purposes. Due to the lack of habitat on the site and the lack of a direct connection to existing movement areas in the Ventura River corridor that are separated from the site by 650 feet of development, the Project Site lacks habitat linkages and wildlife movement corridors. The separation and existing development act

as a buffer to indirect impacts. Therefore, the Project would have no impact on habitat linkages or wildlife movement corridors, nor would it impede the use of native wildlife nursery sites.

5.4e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. No protected trees occur on the Project Site or adjacent areas, and none would be affected by the Project. In addition, there are no other local ordinances that protect biological resources that are applicable to the Project. No impact would occur.

5.4f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site is in an industrial area and is already developed. The site and surrounding areas are not included in any HCP or NCCP, or any other approved local, regional, or state HCP. Therefore, the Project would have no impact on any adopted conservation plans.

5.4g) Would the project create a substantial collision or electrocution risk for birds or bats?

No Impact. The Project would include two new wooden or composite utility poles, which would replace two existing wooden utility poles within the Project Site boundaries, and associated overhead utility line connections to off-site utility infrastructure. The vast majority of the Project would consist of constructing features on and close to the ground in an area that is already developed. Bird and/or bat electrocution risk associated with the Project would be extremely low because only a single utility line would power the development and birds and bats would not be attracted to the area due to lack of habitat. The Project would involve installing natural gas and electric compressor infrastructure at the ground level, except for one 64-foot exhaust stack. The exhaust stack would be highly visible and would be located in an area with no habitat for birds, where no foraging areas or water sources occur. Birds and bats would likely be deterred from using the Development Area due to a lack of native plants, water sources, or other resources required for bird and bat natural history. Therefore, the exhaust stack would not pose a risk to birds or bats because they would avoid the area. The Project would have no impact as it relates to a substantial collision or electrocution risk for birds or bats.

5.4.5 Mitigation Measures

No impacts or less-than-significant impacts would occur as a result of the Project; therefore, no mitigation is required.

5.4.6 Level of Significance Summary

The Project would have a less-than-significant 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 CDFW or USFWS.

The Project would have no impact related to a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS.

The Project would have no impact related to a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

The Project would have no impact related to substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeding the use of native wildlife nursery sites.

The Project would have no impact related to a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The Project would have no impact related to a conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP.

The Project would have no impact related to creating a substantial collision or electrocution risk for birds or bats.

5.4.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would incorporate the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

5.4.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that would be applicable to biological resources.

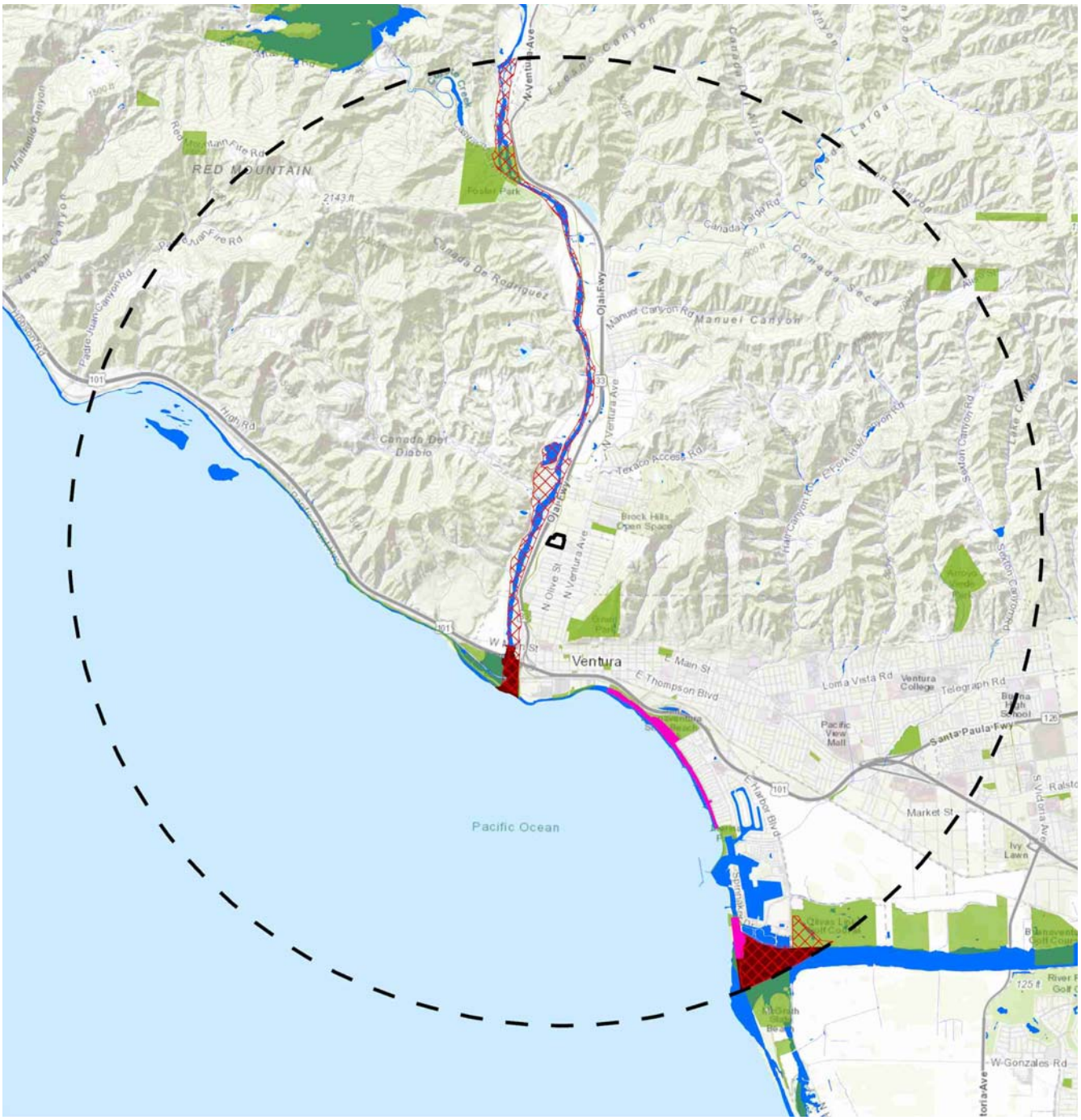
5.4.7.2 Project Best Management Practices

SoCalGas would implement the following Project-specific BMP to avoid or minimize Project-related impacts to biological resources:

BMP-BIO-1 Pre-Construction Nesting Bird Survey and Avoidance

If possible, ground-disturbing activities and vegetation removal (including tree trimming) shall be timed to occur outside the bird nesting season (September 1–January 31).

If ground-disturbing activities or vegetation removal (including tree trimming) are scheduled during the bird nesting season (February 1–August 31), a pre-construction survey for nesting birds shall be conducted within 72 hours prior to initiation of construction activities. The survey shall be conducted by a qualified avian biologist with prior experience conducting nesting bird surveys for construction projects. The Study Area shall include the Project Site and a 100-foot buffer. If no active nests are found, no additional measures are required. If active nests are found, the avian biologist shall map the location and document the species and nesting stage. The avian biologist shall implement an avoidance buffer area appropriate to the species. The qualified avian biologist may change the avoidance buffer based on field observations of bird behavior and biology to ensure the nest is unaffected by Project activities, avoiding a risk of nest failure. The nest site shall be fenced and/or flagged in all directions, and this area shall not be disturbed until the nest becomes inactive.



SOURCE: Esri Topographic Maps 2023, South Environmental 2023

FIGURE 5.4-1

Critical Habitat, Habitat Linkage, and Movement Corridors

Ventura Compressor Station Modernization Project

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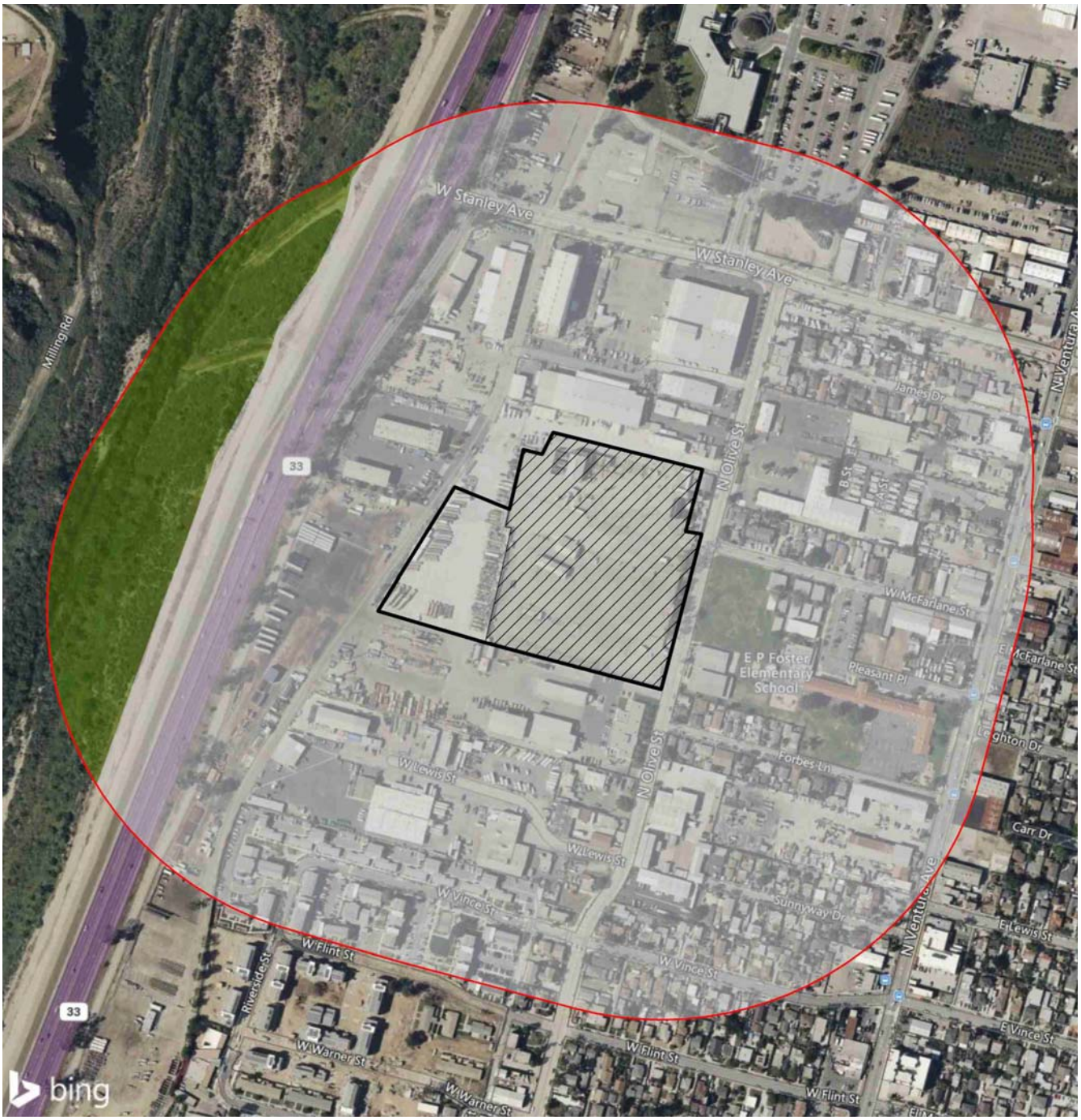

SOURCE: Bing Aerial Imagery 2023, South Environmental 2023

FIGURE 5.4-2

Plant Communities and Land Cover

Ventura Compressor Station Modernization Project

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5.5 Cultural Resources

This section describes existing conditions and potential impacts on cultural resources as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is based on publicly available data as well as survey and evaluation of cultural resources within the Project Site and surrounding area, including the following:

- Appendix D, Cultural Resources Inventory Report, SoCalGas Ventura Compressor Station Modernization Project. Prepared by South Environmental, March 2023

Cultural resource survey results, location maps, and site records will be submitted confidentially to the California Public Utilities Commission (CPUC). Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.5.1 Environmental Setting

5.5.1.1 Cultural Resource Reports

The Project's Cultural Resources Inventory Report is provided in Appendix D.

5.5.1.2 Cultural Resources Summary

Regional Setting

The approximately 8.42-acre Project Site is entirely developed by the existing SoCalGas Ventura Compressor Station, which includes asphalt and gravel paving, and various buildings, structures, and equipment associated with operation of the compressor station. The Project Site is surrounded by a mix of industrial and residential development and is located approximately 500 feet east of the Ojai Freeway (State Route 33). The Project Site is located in the southern foothills of the Santa Ynez Mountains, with the nearest major water features being the Ventura River (approximately 650 feet to the east) and the Pacific Ocean (approximately 1.5 miles to the south).

The Project Site has a small increase in elevation from south to north, ranging from 62 to 68 feet above mean sea level. Average high and low temperatures for the City of Ventura (City) are 73°F high and 60°F low in the summer, and 65°F high and 46°F low in the winter. The region receives an average of 21 inches of precipitation per year, with rain occurring on an average of 29 days (about 4 weeks) per year and no snowfall (NOAA 2023).

As illustrated in Figure 5.7-6, Soils Map, the Project Site was originally underlain by Anacapa sandy loam, on 2% to 9% slopes. Soils within the Project Site consist of deep, well-drained soils that formed in alluvium derived primarily from sedimentary rock sources. Anacapa soils are located in floodplains and on alluvial fans. These soils are typically grayish brown to very dark grayish brown, moist, sandy loam, that is massive, slightly hard, friable, nonsticky, and nonplastic, to a depth of 60 inches below ground surface. These soils are well drained, have medium runoff, and have moderately rapid permeability (National Cooperative Soil Survey 1975). As previously discussed, the surficial soils have mostly been excavated at the Project Site and replaced with 3 to 40 feet of artificial fill.

Surrounding soils near the Project Site include the following five soil complexes, according to USDA (2023):

- Anacapa sandy loam, 2% to 9% slopes. This is an alluvial flat soil that is well drained.
- Garretson loam, 2% to 9% slopes. This is found on alluvial fans and footslopes and is well drained.
- Riverwash. This is the streambed for the Ventura River.
- Sandy alluvial land. This is a floodplain soil and is somewhat excessively drained.
- Sorrento loam, 2% to 9% slopes. This is an alluvial fan soil and is well drained.

Prehistoric Context

While many chronological sequences have been developed to describe cultural changes in Southern California, the following builds on Wallace (1955, 1978), who developed a prehistoric chronology for the Southern California coastal region that is still widely used today. Four periods are presented in this sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. The summary of prehistoric chronological sequences for Southern California coastal and near-coastal areas presented below is a combination of Wallace (1955) and Warren (1968), as well as more recent studies.

Early Man Horizon (ca. 10,000–6000 BC)

Many pre-8,000 BC sites have been identified along the Southern California coast and Channel Islands (Moratto 1984; Erlandson 1991; Rick et al. 2001; Johnson et al. 2002; Jones and Klar 2007). The Santa Rosa Island Arlington Springs site produced human femur bones that dated to approximately 13,000 years ago (Johnson et al. 2002). The most widely accepted dates for archaeological sites on the Southern California coast are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area about 10,000 years ago (Erlandson 1991, p. 105).

Early Man Horizon sites are generally associated with a greater emphasis on hunting than later horizons. Recent data indicate that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas and on inland Pleistocene lakeshores (Moratto 1984).

Milling Stone Horizon (6000–3000 BC)

Set during the Altithermal, which began around 6000 BC, the Milling Stone Horizon is characterized by changing subsistence strategies in response to drier climate. This included a greater emphasis on plant foods and small game. Extensive seed processing is evident in the dominance of stone grinding implements in contemporary archaeological assemblages; namely, milling stones (metates) and hand stones (manos). The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978; Warren 1968). Other food resources included small and large terrestrial mammals, sea mammals, birds, shellfish and other littoral and estuarine species, near-shore fishes, yucca, agave, and seeds and other plant products (Kowta 1969). Depending on the environmental setting (coastal or inland), food procurement strategies are found to be highly variable (Byrd and Raab 2007, p. 220).

Intermediate Horizon (3000 BC–AD 500)

The Intermediate Horizon is characterized by a shift toward a hunting and maritime subsistence strategy, as well as greater use of plant foods. During the Intermediate Horizon, a noticeable trend occurred toward a greater

adaptation to local resources, including a broad variety of fish, land mammals, and sea mammals along the coast. This diversity was reflected in tool kits for hunting, fishing, and processing food and materials, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured. Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling tool. This change in milling stone technology indicates a transition from the processing and consumption of hard seed resources to the increased reliance on acorns (Glassow et al. 1988; True 1993).

Late Prehistoric Horizon (AD 500–Historic Contact)

The Late Prehistoric Horizon is characterized by an increased diversity of plant food resources and land and sea mammal hunting. Material culture became more complex, as demonstrated through more diverse classes of artifacts. During this period, the northern Channel Islands populations further developed craft specializations, including shell bead manufacture, that sustained trade with mainland settlements and with further trading partners to the east, creating a regional economy. Steatite quarried on Santa Catalina Island was used to make stone bowls, pipes, comals, sucking tubes, pendants, beads, and effigies. The lack of pottery in coastal and near-coastal sites implies that ceramic technology was not widely used, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture may also be due to the utility of tightly woven and watertight basketry that functioned in much the same way as ceramic vessels.

In areas of inland settlement, by the end of the Intermediate Period, mobility and long-distance migration toward the coast from seasonal camps was replaced by the development of permanent settlements. The period between AD 500 and historic contact is divided into three regional patterns: Chumash (Santa Barbara and Ventura Counties), Takic/Numic (Los Angeles, Orange, and western Riverside Counties), and Yuman (San Diego County). Modern Gabrieliño/Tongva, Juaneño, and Luiseño people in this region are considered to be the descendants of the Uto-Aztecan, Takic-speaking populations that settled along the California coast during this period (Warren 1968).

Ethnographic Context

Ventureño Chumash

The Project Site is located within an area historically occupied by the Ventureño Chumash (named for their historic association with Mission San Buenaventura) (Grant 1978). The Chumash spoke six closely related Chumashan languages, which have been divided into three branches — Northern Chumash, consisting only of Obispeño; Central Chumash, consisting of Purisimeño, Ineseño, Barbareño, and Ventureño; and Island Chumash (Jones and Klar 2007, p. 80). Groups neighboring Chumash territory included the Salinan to the north, the Southern Valley Yokuts and Tataviam to the east, and the Gabrielino (Tongva) to the south.

Early Spanish accounts of the total Chumash population vary from estimates of around 8,000–10,000 (Kroeber 1976) to 18,000–22,000 (Cook and Heizer 1965, p. 21) along the Santa Barbara Channel coast. These coastal Chumash villages consisted of large, round dwellings made of tule reed mats and arranged in close groups. Lodging as many as 60 people, the houses supported large family groups (Brown 2001). The site of the historic village of Shisholop (CA-VEN-3), visited in 1542 by Juan Rodriguez Cabrillo, is located approximately 1.4 miles south of the Project Site (see Exhibit 1 in Appendix D).

Subsistence strategies for the Chumash included both coastal and inland food resources. The acorn was a staple food, for which the Chumash developed a variety of tools, including different baskets for processing, cooking, and serving acorns and other plant foods, and mortar and milling stones for crushing and grinding. Hunting was also an

important component of daily life, with bows and arrows used to hunt large game and snares and traps used to capture smaller animals (Brown 2001; Hudson and Blackburn 1983).

Because some Chumash settlements were located on the coast, the tomol, or wooden plank canoe, became essential both to facilitating marine resource procurement and to maintaining active trade networks between inland and coastal groups. Large marine mammals such as whales and seals were hunted with harpoons. Fish were captured using hooks, lines, and nets. Additionally, shellfish were procured from the coast, including clams and scallops, which could be dug up with sticks and other tools; and mussels and abalone, which could be gathered from rocks using prying tools.

Trade was an important aspect of both Chumash subsistence and maintaining social ties to other island and inland groups. Island, coastal, and inland Chumash traded a variety of materials including beads, tools, baskets, shells, acorns, steatite, obsidian, chert, and animal skins.

Like so many Native American groups, the Chumash were heavily affected by the arrival of the Spanish. The Spanish mission system, and later Mexican and American settlers, had devasting effects on native populations and dramatically altered traditional Chumash lifeways. The introduction of European diseases, against which native populations had no immunity, also took a tremendous toll on the Chumash (Johnson 1987). However, many Chumash descendants still inhabit the region today.

Historic Context

Post-Contact history for the State of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present).

Spanish Period (1769–1822)

In search of the legendary Northwest Passage, Spanish explorer Juan Rodríquez Cabríllo stopped in 1542 at present-day San Diego Bay. Cabríllo explored the shorelines of present-day Santa Catalina Island as well as San Pedro and Santa Monica Bays. Much of the present California and Oregon coastline was mapped and recorded in the next half-century by Spanish naval officer Sebastián Vizcaíno. Spain laid claim to California based on the surveys conducted by Cabríllo and Vizcaíno (Bancroft 1885, pp. 96–99; Gumprecht 1999, p. 35).

The 1769 overland expedition by Captain Gaspar de Portolá marks the start of California's Historic period. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July of 1769, while Portolá was exploring Southern California, Franciscan Father Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

A major emphasis during the Spanish Period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles).

Mexican Period (1822–1848)

After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Dallas 1955, p. 14).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary Southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

War in 1846 between Mexico and the United States precipitated the Battle of Chino, a clash between resident Californios and Americans in the San Bernardino area.

American Period (1848–Present)

The Mexican–American War ended with the Treaty of Guadalupe Hidalgo in 1848, ushering California into its American Period. California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. Territories.

Horticulture and livestock continued to dominate the Southern California economy in the 1850s. The Gold Rush began in 1848, and with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from Southern to Northern California to feed that region's burgeoning mining and commercial boom. The cattle boom ended for Southern California as neighbor states and territories drove herds to Northern California at reduced prices. Operation of the huge ranchos became increasingly difficult, and droughts severely reduced their productivity (Cleland 2005, pp. 102–103).

City of Ventura

The City of Ventura, officially named San Buenaventura, was founded in 1782. Father Junípero Serra established the Mission San Buenaventura as the ninth California mission, naming it after the Italian Saint Bonaventura. This led to Ventura's nickname, the "city of good fortune" (City of Ventura 2023). By the 1840s, the prior mission land was divided into ranchos, with Rancho San Miguel deeded to Raimundo Olivas. Olivas built a grand hacienda on the banks of the Santa Clara River that remains one of the oldest extant buildings in Ventura today (Visit Ventura CA 2023).

Throughout the first half of the nineteenth century, the settlement was a thriving agricultural hub filled with orchards and gardens that were watered by a 7-mile-long aqueduct. After Ventura was incorporated as a City on April 2, 1866, it began to transform (City of Ventura 2023). In 1873, the City was chosen as the County seat. After the Civil War, several settlers from the east came to the Ventura area to acquire lands and settle. One such easterner was Thomas

Scott, a wealthy railroad magnate, who took ownership of land in Ventura. However, Scott never came to stay in Ventura and instead sent Thomas R. Bard, a solider in charge of train supplies for Union Troops, to manage his property. In the late 1860s, oil was discovered near Ventura that brought an entirely new industry to the City. By 1890, the Union Oil Company was established with Thomas Bard serving as president (Visit Ventura CA 2023). This company and the oil industry led to a boom of growth in the City, leading to an increase in the arrival of immigrants, and thereby increased infrastructure developments in the form of roadways and bridges (City of Ventura 2023). By 1914, the main oil field was drilled and at its peak would produce 90,000 barrels of oil a day (Visit Ventura CA 2023).

The City continued to grow slowly throughout the early twentieth century, and its downtown saw a big transformation. Main Street in downtown Ventura began to fill in with red brick commercial storefronts, banks, a City Hall, and the Ventura County Courthouse. Victorian and Spanish Revival style residences were constructed in proximity to downtown, making it a walkable, pedestrian-friendly area. Around mid-century, the landmark 70,000 square-foot Art Deco style theater was constructed, cementing the area as the hub of the City's entertainment and social scene (City of Ventura, Museum of Ventura County 2023).

Due to the City's remote location, surrounded by coastal waters, forests, and agricultural fields, it was difficult for people to migrate to the area. In 1969, the last portion of the Ventura Freeway was completed, linking the City to Los Angeles and making travel to the area much easier, resulting in population growth and increased tourism (Visit Ventura CA 2023). Today, the City is home to approximately 109,000 residents, who reside in a total of 32 square miles (City of Ventura 2023).

Historical Development of the Project Site

Historical aerial photographs and topographic maps indicate that in the early twentieth century, the Project Site and surrounding area were primarily used for agricultural purposes (NETR 2022; UCSB 2022). Most development at this time was concentrated in the coastal area of Ventura, with only one road and a railroad line traveling north along the Ventura River near the Project Site. A topographic map from 1904 (USGS 2023) shows several structures along this road.

SoCalGas reports that the Ventura Compressor Station has been in operation since 1923. The earliest available aerial image from 1927 shows that at this time, at least a portion of the Project Site was still being used for agricultural purposes. The northwest end of the site appears to have had long, rectangular warehouse buildings and some smaller accessory buildings, while the southeast end of the site was covered by an orchard. Much of the area surrounding the Project Site was also developed for agriculture, with residential development more prevalent to the south and southwest, along present-day North Ventura Avenue and farther toward the coast near downtown.

The Project Site remained relatively unchanged until the 1940s, when the orchard on the southeast end of the site was removed. Additional small buildings that appear to be single-family homes were added to the south corner, and one of the rectangular buildings was demolished by the 1950s. These changes reflect a transition away from agriculture to industrial use and single-family residential development. Some of the Project Site was also used for parking at this time. The north end of the site was expanded at the end of the 1950s to the north. This is also when the Ojai Freeway, located to the west of the Project Site, was constructed, and served as the main thoroughfare to the northern inland cities. Nearly all the land to the south and toward the coast was converted to residential land at this time.

By the mid-1960s, the Project Site contained only industrial style buildings and parking. The single-family homes in the southern corner of the site were replaced with an expanded parking lot area. The Project Site remained relatively unchanged for the next couple of decades until between 1984 and 1994, when several of the original buildings were demolished and the existing compressor building at the north end of the site was constructed. By the turn of the century, the Project Site appeared similar to the present day.

The following methods were used to identify any archaeological, unique archaeological, or built environment resources within all areas that could be affected by the Project, including areas of indirect effect.

Records Provided by SoCalGas

South Environmental reviewed all records provided by SoCalGas pertaining to the Project, including the Final Cultural Resources Report for 1555 N. Olive Street Ventura, California 93001 prepared by Sapphos Environmental Inc. in July 2023 (Appendix D). The report recorded and evaluated two historic-age buildings in the Project Site, a warehouse and an office building, which will both be demolished as part of ongoing soil remediation activities on the Project Site. All other elements of the compressor station are less than 45 years old and were not included in the evaluation. The evaluation concluded that the historic-age buildings are not individually eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or local designation, nor are they eligible as contributors to a potential historic district. Therefore, the Ventura Compressor Station is not a historical resource under the California Environmental Quality Act (CEQA).

CHRIS Records Search

On February 13, 2023, South Environmental principal archaeologist Samantha Murray, MA, RPA, completed a California Historical Resources Information System (CHRIS) records search at the South Central Coastal Information Center (SCCIC) that included the existing Project Site and the approximately 2.53-acre off-site Staging Area (combined, referred to as the Development Area), and a 0.5-mile radius. This search included their collections of mapped prehistoric and historic archaeological resources and historic built-environment resources, State of California Department of Parks and Recreation Site Records (DPR forms), technical reports, archival resources, and ethnographic references. Additional consulted sources include historical maps of the study area, the NRHP, the CRHR, the lists of California State Historical Landmarks and California Points of Historical Interest, and the Archaeological Determinations of Eligibility. The results of the records search are presented in Confidential Appendix A to Appendix D.

Previously Conducted Cultural Resource Studies

No previously completed cultural resources studies overlap the Development Area, other than the 2023 Sapphos Environmental Inc. study discussed above. In addition to the 2023 study, the SCCIC records search results indicate that 22 studies were previously conducted within 0.5 miles of the Project Site between 1977 and 2012 (Table 5.5-1). The studies are a mix of archaeological field studies, architectural and historical evaluations, and survey reports.

One previous study (VN-1275) was identified directly adjacent to the western side of the proposed Staging Area: Cultural Resources Investigation: Ventura River Trail (Schmidt and Schmidt 1994). This project followed what was then an abandoned railroad corridor right-of-way and portions of the Ventura River flood control levee. The study identified six cultural resources, only one of which falls within the vicinity of the Project Site: the Ventura River and Ojai Valley Railroad (CA-VEN-1109H). This resource is discussed further in the following section.

Table 5.5-1. Previous Cultural Resources Investigations within 0.5 Miles of the Project Site

SCCIC Report Number	Author	Year	Report Title	Proximity to Project Site
VN-00127	Clewlow, W.C. Jr.	1978	An Archaeological and Historical Assessment of Areas within the Takelines of the Proposed Features of the Ventura County Water Management Project	Outside to southwest
VN-00411	Lopez, R.	1982	Archaeological Investigations of a Section of Mission San Buenaventura's Aqueduct Located between Lewis and Vince Streets within the City of San Buenaventura, Ventura County, California	Outside to southeast
VN-00519	Singer, C.A.	1987	Cultural Resources Survey and Impact Assessment for Four Potential Borrow Sites near the Ventura River, Ventura County, California	Outside to west
VN-00790	Maxwell, T.J.	1989	Phase One Archaeological Survey of Southern Pacific Milling Company Plant and Quarries along the Lower Ventura River, Ventura Quadrangle, California	Outside to west
VN-01102	Singer, C.A.	1977	Preliminary Cultural Resource Survey and Potential Impact Assessment for Thirteen Areas in Southern Ventura County, California	Outside to east
VN-01275	Schmidt, J., and J. Schmidt	1994	Cultural Resource Investigation: Ventura River Trail	Adjacent to western side of Staging Area
VN-01849	Maki, M.K.	2000	Underground Utility District 15/Project No. 66094	Outside to east
VN-01850	Maki, M.K.	2000	Phase I Archaeological Survey of Approximately 2,800 Linear Feet Ramona Storm Drain Phase 5 Project City of San Buenaventura, Ventura County, California	Outside to southeast
VN-01851	Maki, M.K.	2000	Negative Phase I Archaeological Survey & Impact Assessment of Approximately 440 Linear Feet for the Westside Street Improvements Project Ventura Avenue	Outside to northeast
VN-01908	Duke, C.	2001	Cultural Resource Assessment for AT&T Fixed Wireless Services Facility No. Vc_043_a, Ventura Co.	Outside to south
VN-01910	Sriro, A.	2000	Bridge Widening and Rail Installation on State Route 33, Ventura Co.	Outside to northwest
VN-02200	Bonner, W.H.	2001	Records Search Results for Sprint Pcs Facility Vr54xc425a (the Underwater Technical Services Site), Located at 2055 N. Ventura Ave., Ventura in Ventura County, California	Outside to northeast
VN-02202	Maki, M.	2002	Negative Archaeological Survey Report of Approximately 1,800 Linear Feet, Stanley Ave. Widening Project, City of San Buenaventura, Ventura County, California	Outside to north
VN-02534	Maki, M.K.	2002	Phase I Archaeological Survey of Approximately 3,300 Linear Feet for the Underground Utility District 15 Addition, City of San Buenaventura, Ventura County, California	Outside to northeast
VN-02537	Foster, J.M.	2004	An Extended Phase I Archaeological Program, Cedar Street Patio Housing, Ventura	Outside to southeast

Table 5.5-1. Previous Cultural Resources Investigations within 0.5 Miles of the Project Site

SCCIC Report Number	Author	Year	Report Title	Proximity to Project Site
VN-02543	Maki, M.K.	2006	Phase I Archaeological Survey of Approximately One Acre at 185, 191, and 211 Stanley Avenue for the Avenida De La Futura Project, City of San Buenaventura, Ventura County, California	Outside to north
VN-02708	McKenna, J.A.	2008	A Cultural Resources Overview and Historic Building Evaluation for the Westside Villas Project Area, San Buenaventura, Ventura County, California	Outside to east
VN-02785	Maki, M.	2009	Archaeological Survey Report of 20.2 Acres for the Westview Housing Project, City of Ventura, Ventura County, California	Outside to south
VN-02802	Maki, M.	2008	Archaeological Survey Report of 0.32 Acres for the SOHO Apartments Project 1150 North Ventura Avenue, City of San Buenaventura County, California	Outside to southeast
VN-02808	Maki, M.	2008	Phase I Cultural Resources Investigation of Approximately 3 Acres for the Ventura County Watershed Protection District's Ventura River Bank Restoration Project Upstream of Stanley Avenue, City of San Buenaventura, Ventura County, California	Outside to northwest
VN-02953	Bonner, W.	2010	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV12194-C (T&T), 1375 North Olive Street, Ventura, Ventura County, California	Outside to southwest
VN-03069	Loftus, S.	2012	Cultural Resource Records Search and Site Survey, AT&T Site SBOV, Stanley 1375 North Olive Street, Ventura, Ventura County, CA	Outside to south

Previously Recorded Cultural Resources

No previously recorded cultural resources were identified within the Development Area other than the two historic-age buildings recorded, evaluated, and determined ineligible for the CRHR and NRHP in the 2021 study discussed above. However, the SCCIC records search identified five previously recorded cultural resources within 0.5 miles of the Project Site (Table 5.5-2). One previously recorded resource, the Ventura River and Ojai Valley Railroad (CA-VEN-1109H), was identified adjacent to the western side of the proposed Staging Area. This resource was originally recorded by Macko in 1993 as a historic-period railroad spur connecting the City of San Buenaventura and Ojai. However, a more recent update of the resource from 2012 indicates that it is no longer extant and has been replaced by a bike path/trail.

Table 5.5-2. Previously Recorded Cultural Resources within 0.5 Miles of the Project Site

Primary Number	Trinomial	Resource Age/Description	Resource Eligibility	Recorded by and Year	Proximity to Project Site
56-000849	CA-VEN-849	Prehistoric: artifact scatter	Unevaluated	Singer, C.A. 1987	Outside to west

Table 5.5-2. Previously Recorded Cultural Resources within 0.5 Miles of the Project Site

Primary Number	Trinomial	Resource Age/Description	Resource Eligibility	Recorded by and Year	Proximity to Project Site
56-001109	CA-VEN-1109H	Historic: Ventura River and Ojai Valley Railroad	Resource is no longer extant	Macko, M. 1993; Switalski, H. and A. Bardsley 2012	Adjacent to western side of Staging Area
56-001547	CA-VEN-1547/H	Multicomponent: prehistoric artifact scatter and historic structures and refuse deposit	Unevaluated	Schmidt and Schmidt 1993	Outside to northeast
56-001600	CA-VEN-1600H	Historic: metal building, building foundations, and artifact scatter	Unevaluated	Toren and Toren 1999	Outside to northeast
56-152841	N/A	Historic: 1490 Ventura Avenue/36 Leighton Drive	Not eligible	J.A. McKenna 2008	Outside to southeast

Note: N/A = not applicable.

Native American Coordination

As part of the process of identifying cultural resources within or near the Project Site, South Environmental contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File on January 27, 2023. NAHC emailed a response on February 17, 2023, that indicated the Sacred Lands File search was completed with negative results. Because the Sacred Lands File search does not include an exhaustive list of Native American cultural resources, NAHC suggested contacting Native American individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the Project Site. NAHC also provided contact information for 11 individuals and/or tribal organizations with whom to consult. Accordingly, SoCalGas conducted outreach to those individuals and/or tribal organizations. The results of SoCalGas's outreach to Native American groups are documented in PEA Appendix E, Tribal Consultation Report.

Cultural Resources Survey

Methods

South Environmental archaeologist Samantha Jovanovic, MS, conducted a pedestrian survey of the Development Area on February 3, 2023, utilizing transects spaced no more than 10 meters (33 feet) apart in areas with ground surface visibility. Transects were not utilized throughout most of the Development Area because it is almost entirely paved with asphalt and/or gravel, making examination of the ground surface impossible in most areas. In limited areas with exposed ground surface, the archaeologist spot-checked the ground surface for the presence of prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools), historical artifacts (e.g., metal, glass, ceramics), sediment discolorations that might indicate the presence of a cultural midden, depressions, and other features that might indicate the former presence of structures or buildings (e.g., post holes, foundations).

Results

Ground surface visibility throughout the Project Site was poor (approximately 2%) because the entire Project Site is fully developed with an existing compressor station site including asphalt paving, imported gravel, buildings, structures, and related gas equipment (see Appendix D, Photographs 1 and 2). Exposed ground surface was present

only in limited areas, which were heavily disturbed by surrounding development, including along the eastern wall of the Ventura Compressor Station (Appendix D, Photograph 3) and in the strip of landscaping outside the compressor station on Olive Street, adjacent to the sidewalk (Appendix D, Photograph 4). Vegetation observed on the Project Site was limited to ornamental plants along the eastern boundary of the Project Site and several mature coast redwood trees (*Sequoia sempervirens*). As discussed in greater detail in Appendix D, no cultural resources were identified within the Project Site as a result of the pedestrian survey.

5.5.1.3 Cultural Resources Survey Boundaries

Figure 2-1, Regional Location and Local Vicinity, shows the boundaries of the Project Site and the Staging Area, which also reflect the limits of the cultural resources pedestrian survey areas. As noted above, a CHRIS records search at the SCCIC included the Development Area and a 0.5-mile radius buffer.

5.5.2 Regulatory Setting

5.5.2.1 State

California Register of Historical Resources

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code Section 5020.1[j]). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code Section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to California Public Resources Code Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and

points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- California Public Resources Code Section 21083.2(g) defines "unique archaeological resource."
- California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a) define "historical resources." In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource." It also defines the circumstances when a Project would materially impair the significance of an historical resource.
- California Public Resources Code Section 21074(a) defines "tribal cultural resources."
- California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- California Public Resources Code Sections 21083.2(b)-(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]; California Public Resources Code Section 5020.1[q]). In turn, CEQA Guidelines Section 15064.5(b)(2) states the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g)

of the Public Resources Code, unless the public agency reviewing the effects of the Project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any "historical resources," then evaluates whether that project would cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance is materially impaired.

If it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (California Public Resources Code Section 21083.2[a], [b], and [c]).

California Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (California Public Resources Code section 21083.2[a]; CEQA Guidelines Section 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as tribal cultural resource (California Public Resources Code Section 21074[c], 21083.2[h]), further consideration of significant impacts is required. CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in California Public Resources Code Section 5097.98.

California Health and Safety Code Section 7050.5

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in California Public Resources Code Section 5097.98. California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, the following procedures shall be followed:

- Stop immediately and contact the County Coroner.
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify NAHC.
- The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

- If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.

No further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County Coroner has examined the remains (Section 7050.5[b]). California Public Resources Code Section 5097.98 also outlines the process to be followed in the event that remains are discovered.

5.5.2.2 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.5.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

City of Ventura – 2005 Ventura General Plan

Policy 9D: Ensure proper treatment of archeological and historic resources.

Action 9.14: Require archaeological assessments for Projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located.

Action 9.15: Suspend development activity when archaeological resources are discovered, and require the developer to retain a qualified archaeologist to oversee handling of the resources in coordination with the Ventura County Archaeological Society and local Native American organizations as appropriate.

Action 9.16: Pursue funding to preserve historic resources.

Action 9.17: Provide incentives to owners of eligible structures to seek historic landmark status and invest in restoration efforts.

Action 9.18: Require that modifications to historically-designated buildings maintain their character.

Action 9.19: For any Project in a historic district or that would affect any potential historic resource or structure more than 40 years old, require an assessment of eligibility for State and federal register and landmark status and appropriate mitigation to protect the resource.

Action 9.20: Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark.

Action 9.21: Update the inventory of historic properties.

Action 9.22: Create a set of guidelines and/or policies directing staff, private property owners, developers, and the public regarding treatment of historic resources that will be readily available at the counter.

Action 9.23: Complete and maintain historic resource surveys containing all the present and future components of the historic fabric within the built, natural, and cultural environments.

Action 9.24: Create a historic preservation element.

5.5.3 Impact Questions

The Project's potential impacts on cultural resources were evaluated using the impact questions set forth in Appendix G of the CEQA Guidelines. There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to cultural resources (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.5-3 and discussed in more detail in Section 5.5.4, Impact Analysis.

Table 5.5-3. Checklist for Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES – Would the project:				
5.5a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
5.5b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
5.5c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

5.5.4 Impact Analysis

5.5a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. No demolition would occur on the off-site Staging Area, which would be used only as a temporary laydown yard for construction equipment. No historical resources were identified within the Project Site. In July 2023, Sapphos Environmental Inc. prepared a Final Cultural Resources Report for 1555 N. Olive Street Ventura, California 93001 (Appendix D). As part of this study, the existing Ventura Compressor Station, comprising a warehouse and related office buildings, was evaluated for historical significance in consideration of NRHP, CRHR, and City designation criteria and integrity requirements. The report concluded that none of the buildings and structures within the Ventura Compressor Station are eligible under any designation criteria. As such, the Ventura Compressor Station is not considered a historical resource under CEQA. There were also no historical resources identified in proximity to the Project Site. One previously recorded resource, the Ventura River and Ojai Valley Railroad (CA-VEN-1109H), was identified adjacent to the western side of the proposed Staging Area. This resource was originally recorded

in 1993 as a historic-period railroad spur connecting the City of San Buenaventura and Ojai. However, a more recent update of the resource from 2012 indicates that it is no longer extant and has been replaced by a bike path/trail. Therefore, the Project would not result in a substantial adverse change in the significance of a historical resource; no impact would occur.

5.5b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-Than-Significant Impact. No archaeological or unique archaeological resources were identified within the Project Site as a result of the SCCIC records search (completed on February 13, 2023), the NAHC Sacred Lands File search (completed February 17, 2023), or the intensive-level cultural resources survey (completed February 3, 2023). Additionally, the entire Project Site has been heavily disturbed by modern development and is unlikely to contain intact buried archaeological deposits. No earthwork or soils disturbance would occur on the off-site Staging Area, which is fully paved and would be used only as a temporary laydown yard for construction equipment. As described Appendix I, Preliminary Report of Geotechnical Investigation, for the Project Site, the northern portion of the site has undergone extensive soil remediation. Soil remediation included excavations up to 40 feet below ground surface and backfill with clean fill soil, with cement slurry and rock placed in the deeper excavations. Therefore, the northern portion of the site is underlain by artificial fill varying from 5 to 40 feet deep. Based on geotechnical borings drilled on site in the southern portion of the site, fill soils are typically 3 to 7 feet deep, with one localized area of fill to 12.5 feet deep. Therefore, development of the Project would not result in a substantial adverse change in the significance of an archaeological resource. Further, as a standard best practice, SoCalGas would implement Project Best Management Practice (BMP) CUL-1 (Inadvertent Discovery of Archaeological Resources), which would proactively address any potential discovery of archaeological resources that could occur through short-term earthmoving activities during construction (see Section 5.5.7.2, Project Best Management Practices). Impacts from the Project would be less than significant.

5.5c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less-Than-Significant Impact. No earthwork or soils disturbance would occur on the off-site Staging Area, which is fully paved and would be used only as a temporary laydown yard for construction equipment. No prehistoric or historic burials were identified within the Project Site. Moreover, the Project Site is not part of a cemetery and as such, the likelihood of disturbing human remains is low. As described in Section 5.5(b), the Project Site is highly disturbed and largely underlain by artificial fill. Therefore, development of the Project would not result in disturbance of human remains. Further, SoCalGas would implement CPUC Recommended Environmental Measure CPUC-CUL-1 (Human Remains [Construction and Maintenance]), which would proactively address any potential inadvertent discovery of human remains that could occur through short-term earthmoving activities during construction (see Section 5.5.7.1, CPUC Recommended Environmental Measures). Impacts from the Project would be less than significant.

5.5.5 Mitigation Measures

Impacts to cultural resources would not occur or would be less than significant; therefore, no mitigation is required.

5.5.6 Level of Significance Summary

The Project would have no impact related to a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

The Project have a less-than-significant impact related to a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

The Project have a less-than-significant impact related to disturbance of any human remains, including those interred outside of formal cemeteries.

5.5.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the avoidance and minimization measures in the following subsections as part of its efforts toward compliance with applicable rules and regulations.

5.5.7.1 CPUC Recommended Environmental Measures

CPUC-CUL-1 Human Remains (Construction and Maintenance). Avoidance and protection of inadvertent discoveries that contain human remains shall be the preferred protection strategy with complete avoidance of such resources ensured by redesigning the Project. If human remains are discovered during construction or maintenance activities, all work shall be diverted from the area of the discovery, and the CPUC shall be informed immediately. The applicant shall contact the County Coroner to determine whether or not the remains are Native American. If the remains are determined to be Native American, the Coroner will contact the Native American Heritage Commission (NAHC). The NAHC will then identify the person or persons it believes to be the most likely descendant of the deceased Native American, who in turn would make recommendations for the appropriate means of treating the human remains and any associated funerary objects.

If the remains are on federal land, the remains shall be treated in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA). If the remains are not on federal land, the remains shall be treated in accordance with California Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5(e), and California Public Resources Code Section 5097.98.

5.5.7.2 Project Best Management Practices

BMP-CUL-1 Inadvertent Discovery of Archaeological Resources. In the event that archaeological resources (sites, features, or artifacts) or tribal cultural resources (as defined by California Public Resources Code Section 21074) are exposed during ground-disturbing activities, all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study and/or protocols are warranted in accordance with CEQA. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

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5.6 Energy

This section describes existing conditions and potential impacts on energy resulting from construction, operation, and maintenance of the proposed Ventura Compressor Station Modernization (Project). Information contained in this section is based on calculations prepared for the Project that are provided in the following technical report:

- Appendix B, Ventura Compressor Station Modernization Project Air Quality and Greenhouse Gas Emissions Technical Report (Air Quality and GHG Technical Report), prepared by Yorke Engineering LLC

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.6.1 Environmental Setting

5.6.1.1 Project Location

The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030), on which the existing Ventura Compressor Station is located, is at 1555 North Olive Street in the City of Ventura (City), slightly east of State Route 33. The approximately 2.53-acre proposed Staging Area would be adjacent to the west of the Project Site (where discussed collectively, referred to as the Development Area).

5.6.1.2 Existing Energy Use

The existing facility consists of three 1,100 horsepower (HP) natural-gas-fired reciprocating internal combustion engines that drive high-pressure gas compressors (natural gas compressors HP1, HP2, and HP3) and one 68 HP diesel-fired emergency generator. During 2021 and 2022, the three natural gas compressors consumed an average of approximately 89.6 million standard cubic feet (MMcf) of pipeline natural gas annually. Electric power provided by Southern California Edison (SCE) was used to operate auxiliary equipment, utilities, and lighting, averaging about 45.8 megawatt-hours (MWh) per month during these 2 years. The routine operation of this facility currently employs two to three workers.

5.6.2 Regulatory Setting

5.6.2.1 Federal

No federal regulations are applicable to the Project with respect to energy use.

5.6.2.2 State

State of California Energy Action Plan

The California Energy Commission (CEC) and the California Public Utilities Commission (CPUC) approved the first State of California Energy Action Plan (EAP) in 2003. The plan established shared goals and specific actions to ensure the provision of adequate, reliable, and reasonably priced electrical power and natural gas supplies; it also identified cost-effective and environmentally sound energy policies, strategies, and actions for California's consumers and taxpayers. In 2005, CEC and CPUC adopted a second EAP to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, the CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan. This determination was based, in part, on a finding that the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new EAP, the CEC and CPUC prepared an update that examines the state's ongoing actions in the context of global climate change.

Assembly Bill 32, Senate Bill 32, and Assembly Bill 1279

In 2006, the state legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the legislature enacted Senate Bill (SB) 32, which extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40% below 1990 levels by 2030. In 2022, the legislature enacted AB 1279, the California Climate Crisis Act, with the goal of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and for statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels by 2045. In accordance with AB 32 and SB 32, and more recently, AB 1279, the California Air Resources Board (CARB) prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focused on increasing energy efficiencies, using renewable resources, and reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the state's GHG emissions reduction planning framework creates co-benefits for energy-related resources.

Title 24 California Code of Regulations

The California Building Energy Efficiency Standards (24 CCR, Parts 6 and 11) are designed to reduce unnecessary energy consumption in newly constructed and existing buildings designed for human occupancy, such as residential and commercial structures, including office buildings (CEC 2019).

5.6.2.3 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.6.1, Environmental Setting, the Development Area is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

City of Ventura General Plan

The 2005 Ventura General Plan, adopted in 2005, provides goals, policies, and actions developed to guide future development in the City through the 2025 planning horizon. The City is in the process of updating their General Plan, which it initiated in summer–fall 2020; the update is anticipated to conclude in winter 2023. Because the updated General Plan is not finalized, the 2005 Ventura General Plan remains in effect. The 2005 Ventura General Plan contains Chapter 5, Our Sustainable Infrastructure, which addresses water supply, wastewater treatment, and stormwater runoff/drainage. Chapter 7, Our Healthy and Safe Community, addresses public health, natural hazards, emergency response, public safety, noise, and hazardous materials. However, no energy-specific topics, goals, or policies are contained in the General Plan (City of Ventura 2005).

City of Ventura Energy Action Plan and Climate Action and Resilience Plan

The City of Ventura, in partnership with the Ventura County Regional Energy Alliance and the Community Environmental Council, began obtaining community input for the development of an EAP in 2019 (City of Ventura 2019). The planned EAP was to focus on planning for GHG emissions reductions associated with the generation and consumption of energy, including electricity and natural gas, and the related analysis, policies, and implementation actions. However, the City is also developing a Climate Action and Resilience Plan (CARP) and the topics initially developed for the EAP have been integrated into the draft CARP (City of Ventura 2022), and EAP development has been suspended.

The City of Ventura released a public draft CARP in October 2022 (City of Ventura 2022). The CARP is intended to provide a roadmap to prepare the community for the potential impacts of climate change and establish a municipal vision for climate action. This plan includes improving energy efficiency, water conservation, reducing pollution, lowering GHG emissions, and adapting to a changing climate. It is a short-range (5- to 10-year) implementation plan that outlines the strategies, policies, and programs that the City and community need to implement to reduce GHG emissions consistent with state goals, and to build resilience to the impacts of climate change. It builds on the City's existing climate change work from the General Plan, Active Transportation Plan, and Hazard Mitigation Plan. Information on when the CARP will be finalized was not available at the time of the submission of this PEA.

5.6.3 Impact Questions

The Project's potential impacts on energy were evaluated using the impact questions set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines and the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.6-1 and discussed in more detail in Section 5.6.4, Impact Analysis.

Table 5.6-1. Checklist for Energy

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
CEQA Impact Questions					
ENERGY – Would the project:					
5.6a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
5.6b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Table 5.6-1. Checklist for Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
CPUC Impact Questions				
5.6c) Would the project add capacity for the purpose of serving a non-renewable energy resource?	☐	☐	☒	☐

5.6.4 Impact Analysis

Methodology and Assumptions

The Project includes installation of four new reciprocating compressors: two each driven by 1,900 HP natural-gas-driven engines (natural gas compressors) with non-selective catalytic reduction (NSCR) emission control equipment and two each 2,500 nominal HP (estimated HP) (1,963 kilowatt [kW]) electric-driven compressors (electric compressors), for a "hybrid" compressor station configuration. The Project also includes one new 840 HP natural gas standby generator engine (standby generator), rated at approximately 560 kW peak output power. New structures include the compressor building, office building, warehouse, and standby generator enclosure. Additional new ancillary equipment includes gas filtration equipment, supporting mechanical equipment, and storage tanks/drums (engine oil, waste oil, and oily wastes). The proposed facility modernization would increase electric power demand, primarily from the new electric compressors, requiring an electric service capacity upgrade in cooperation with SCE. One additional worker would be needed for routine facility operation, for a total of four on-site personnel.

The compressor station would continue to use natural gas from the SoCalGas transmission pipeline as fuel gas and purchase electricity from SCE. No off-site upgrades or new interconnections would be needed to either energy delivery system, although an on-site electric service upgrade would be needed to accommodate the electric compressors.

5.6a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-Than-Significant Impact. The Project would not use energy in a wasteful and/or inefficient manner because the new replacement equipment would be more energy efficient than the existing equipment. Energy use during construction and operation of the Project is provided below. Additional details of the energy calculations during Project operation are provided in Attachment F of Appendix B, Air Quality and GHG Technical Report.

Project Construction/Demolition

Energy/fuel use for construction and demolition were derived from the estimated carbon dioxide (CO_2) emissions generated, using the California Emissions Estimator Model (CalEEMod; CAPCOA 2022). CalEEMod calculates mass emissions of GHGs, including CO_2, from offroad and onroad mobile sources

associated with Project construction and demolition. For construction and demolition, CalEEMod aggregates mobile source CO_2 emissions into four broad categories (typical fuel types assumed):

- Offroad diesel equipment
- Hauling (heavy-heavy-duty diesel trucks [HHDT])
- Vendor (medium-heavy- and heavy-heavy-duty diesel trucks [MHDT, HHDT])
- Worker (light-duty gasoline automobiles and trucks [LDA, LDT1, LDT2])

For each category, diesel and gasoline fuel consumption can be estimated (back-calculated) using 2020 Climate Registry (40 CFR, Part 98[C]) emission factors for those fuels:

- Diesel Fuel Oil No. 2: 10.21 kilograms (kg) CO2 per gallon (22.51 pounds of CO2 per gallon)
- Gasoline: 8.78 kg CO2 per gallon [19.36 pounds of CO2 per gallon].

Using the CalEEMod annual GHG emissions results (metric tons [MT] CO_2) for the four mobile source categories (offroad, hauling, vendor, worker) and the corresponding CO_2 emission factors, Table 5.6-2 shows the estimated fuel consumption during construction and demolition of the Project. In combination, based on CalEEMod, Project construction and demolition activities were estimated to consume approximately 566,790 gallons of diesel fuel and 15,380 gallons of gasoline (CAPCOA 2022; TCR 2022).

Table 5.6-2. Estimated Construction/Demolition Motor Vehicle and Construction Equipment Fuel Consumption

Phase	Mobile Sources	Types[a]	Fuels	CO_2 Emissions[b] (MT)	CO_2 Emission Factor[c] (kg/gallon)	Fuel Consumption (gallons)
Construction	Worker	LDA, LDT1, LDT2	Gasoline	130	8.78	14,790
	Vendor, Hauling	MHDT, HHDT	Diesel	2,523	10.21	247,080
	Offroad	Tier 4	Diesel	3,153	10.21	308,810
Demolition	Worker	LDA, LDT1, LDT2	Gasoline	5	8.78	590
	Vendor, Hauling	MHDT, HHDT	Diesel	19	10.21	1,860
	Offroad	Tier 4	Diesel	92	10.21	9,040

Notes: CO_2 = carbon dioxide; MT = metric tons; kg = kilograms.

[a] Vehicle mix: LDA = Light-Duty Automobile; LDT1 = Light-Duty Trucks up to 3,750 pounds loaded vehicle weight (LVW); LDT2 = Light-Duty Trucks 3,750–8,500 pounds LVW; MHDT = Medium-Heavy-Duty Trucks (8,500–14,000 pounds), HHDT = Heavy-Heavy-Duty Trucks (>14,000 pounds); Tier 4 refers to EPA Tier 4 emissions standards for offroad equipment.

[b] CO_2 emissions from CalEEMod outputs in Attachment A.2 of Appendix B, Air Quality and GHG Technical Report.

[c] Emission factors from TCR 2022 and 40 CFR 98(C).

As discussed in PEA Section 2.1.1, Purpose and Need, construction of the Project is necessary to meet SoCalGas's statutory obligation to provide reliable natural gas service to its customers. The use of fuels (diesel and gasoline) during construction and demolition is temporary and, based on the anticipated construction equipment and vehicles for the Project, is within the capacity of the current diesel and gasoline fuel delivery systems. Therefore, the Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during construction/demolition.

Project Operation

Section 2.1.1 of this PEA provides a detailed discussion of natural gas transmission in the North Coastal System (Ventura, Santa Barbara, and portions of San Luis Obispo Counties), including the supply and demand of natural gas and how the Project is necessary to meet the requirements.

Use of the electric compressors would not result in local emissions of pollutants or GHGs, because the electricity would be obtained from the electrical grid, which obtains electrical energy from power plants and renewable energy sources, where the proportion of renewable energy is mandated to increase in the future. To maximize the air quality and GHG emissions benefits of the electric compressors, SoCalGas would prioritize the operation of the electric units on a "first-on and last-off basis," meaning that the electric compressors would be operated preferentially. Even if the electric compressors were offline, the natural gas compressors could continue to operate and would be available to move gas up the Central Coast and into the La Goleta Storage Field. As the overall energy delivery system in California continues to change due to the dispatching of renewable resources and electrification of buildings and vehicles, the ability of the compressor station to operate under variable conditions is critical. See Section 2.1.1 for additional information and an extensive discussion on the gas system and the need for the Project.

As noted in Section 3.1, Project Overview (footnote 2), of this PEA, as a result of not having electric compressors selected at this time, SoCalGas has assumed that the two electric compressors would each be 2,500 nominal HP in the PEA for the purpose of environmental review. Upon completion of engineering related to the electric compressors, the horsepower utilized may be lower than, but would not be higher than, the 2,500 nominal HP reviewed in this PEA. For this energy assessment, it was decided to analyze two scenarios for energy impacts, where Case 1 is based on two 2,500 nominal HP electric compressors and Case 2 is based on two 2,000 nominal HP electric compressors, both cases along with the two 1,900 HP natural gas compressors. These two scenarios represent a maximum electrical energy usage and a maximum natural gas consumption case, respectively.

The analysis assumes the natural gas inventory level at La Goleta Storage field on the first day of the summer/injection operating season (i.e., April 1) is at zero (the storage field is completely depleted). One of the objectives of the Project is to meet the system operational requirements by providing sufficient gas supply to the North Coastal System at adequate pressures year-round to reliably serve demand in the North Coastal System and replenish the La Goleta Storage Field. When the La Goleta Storage Field is completely replenished, it is filled to its maximum inventory capacity of 21.5 billion cubic feet (Bcf) of natural gas in preparation for the winter operating season. This scenario presumes that the new plant would operate at full capacity, injecting gas into the storage field while simultaneously supporting local demand every day in the summer operating season until the La Goleta Storage Field has been filled to capacity. At that point, the new compressor station would lower the throughput to support the local demand.

Table 5.6-3 shows the baseline (2021–2022) natural gas used in million cubic feet (MMcf) per year and electricity used in megawatt-hours (MWh) per year based on records for the existing Ventura Compressor Station. Based on the objectives stated above, the estimated natural gas and electric power consumption is shown in Tables 5.6-4 and 5.6-5, respectively, for future operation of the Project for both Case 1 (two 2,500 nominal HP electric compressors) and Case 2 (two 2,000 nominal HP electric compressors). Additional details of the energy calculations are provided in Attachment F of Appendix B, the Air Quality and GHG Technical Report.

Table 5.6-3. Baseline Annual Average Operational Natural Gas and Electricity Usage

Device	Type	Power Output (BHP)	Fuel Consumption[a] (MMcf/yr)
Existing Equipment Actual Natural Gas Usage (2021–2022 Baseline)			
Existing Gas Compressor HP1	Gas engine	1,100	29.20
Existing Gas Compressor HP2	Gas engine	1,100	28.82
Existing Gas Compressor HP3	Gas engine	1,100	31.58
Total Annual Average Natural Gas Consumption (Actual)			**89.6**
Device	**Type**	**Energy Input (kW)**	**Electric Power Use[b] (MWh/yr)**
Existing Equipment Actual Electricity Usage (2021–2022 Baseline)			
Plant Utilities & Auxiliaries	Other loads	62.7	549
Total Annual Electric Power Consumption (Actual)			**549**

Notes: BHP = brake horsepower; MMscf/yr = million cubic feet per year; kW = kilowatts; MWh/yr = megawatt-hours per year.
[a] Natural gas use for the existing natural gas compressors for the baseline is based on actual 2021 and 2022 data.
[b] Electricity use for the compressor station utilities and auxiliary systems are based on purchase records for 2021 and 2022.

Table 5.6-4. Projected Project Annual Operation Natural Gas Consumption

Device	Type	Power Output (BHP)	Fuel Consumption (MMcf/yr)[a.]	
			Case 1	Case 2
New Natural Gas Compressor 1	Gas Engine	1,900	15.93	28.39
New Natural Gas Compressor 2	Gas Engine	1,900	15.93	28.39
New Standby Generator	Gas Engine	840	1.47	1.47
Total Projected Annual Natural Gas Consumption			*33.3*	*58.3*
Net (Project – Baseline) Annual Natural Gas Consumption			**(56.3)**	**(31.3)**

Notes: BHP = brake horsepower; MMcf/yr = million standard cubic feet per year; MWh = megawatt-hours.
[a] Projected natural gas use for the proposed natural gas compressors is based on historic flow rates and accounting for a drop in the local production rate, It is assumed that the trend of the monthly demand for the new compressor station would continue to remain the same as the existing station (lower demand in winter and higher demand in summer).
[b] Case 1 has two 2,500 HP electric compressors and Case 2 has two 2,000 HP electric compressors.
[c] Baseline average annual natural gas usage during 2021 and 2022 for netting from Table 5.6-3.
[d] Numbers in parentheses are negative numbers.

Table 5.6-5. Projected Project Annual Operation Electric Power Usage

Device	Type	Energy Output and Electric Power Usage			
		Case 1		Case 2	
		HP (kW)	MWh/yr	HP (kW)	MWh/yr
New Electric Compressor 1[a]	3-Phase Motor	2,500 (1,963)	7,451	2,000 (1,570.5)	6,109
New Electric Compressor 2[a]	3-Phase Motor	2,500 (1,963)	7,451	2,000 (1,570.5)	6,109
Plant Utilities & Auxiliaries[b]	Other Loads	NA (736.8)	6,454	NA (736.8)	6,454
Total Projected Annual Electric Power Consumption			*21,356*	—	*18,672*
Net (Project – Baseline) Annual Electric Power Usage			**20,807**	—	**18,122**

Notes: HP = horsepower; kW = kilowatts; MWh/yr = megawatt-hours per year; NA = not applicable.

[a] Electrical energy use for the new electric compressors based on a protocol for the electric compressors turned on first and turned off last from an operational standpoint.
[b] Projected load from Appendix F for non-compressors (plant auxiliaries).
[c] Baseline average annual electric power usage during 2021 and 2022 for netting from Table 5.6-3.

Tables 5.6-4 and 5.6-5 also show the net change in natural gas and electricity usage, respectively, from the baseline (given in Table 5.6-3) due to operation of the Project. Table 5.6-4 indicates that natural gas use is projected to decrease for the Project compared to the baseline. Although the two natural gas compressors would have more HP than the three existing natural gas compressors (i.e., 3,800 HP vs. 3,300 HP), the station would utilize the electric compressors preferentially, with a first on, last off protocol. This projection accounts for a need to increase gas flow at the Ventura Compressor Station to make up for the reduction in local gas production for gas storage at the La Goleta Storage Field. Case 2 would require more natural gas than Case 1 because the natural gas compressors would need to be operated more if the smaller (2,000 nominal HP) electric compressors are chosen. The Project is expected to decrease natural gas usage; furthermore, the projected gas usage is not expected to result in a substantial depletion of energy resources, because the approximately 33 to 58 MMcf per year is less than 0.1% of the typical annual natural gas production in California (USEIA 2021).

As shown in Table 5.6-5, Project operation would result in an increase in utilization of electric power related to operation of the two new electric compressors. As noted above, operation of the Ventura Compressor Station would be based on a first on, last off philosophy to utilize the electric compressors preferentially. The use of the two electric compressors, for both Case 1 and Case 2, would not have a substantial impact on SCE's distribution system (CAISO 2023; SCE 2019). The electric power used by the electric compressors would have a 31.4% renewables content, per SCE's power mix (SCE 2021).

The Project would replace the diesel-fired emergency generator with a natural gas standby generator, so diesel fuel would no longer be needed for Ventura Compressor Station operation. The existing diesel-fired emergency generator burned an average of approximately 62 gallons of diesel per year during the 2-year baseline period. The annual motor vehicle fuel consumption for the increase of one additional worker, from three to four, on site for the Project was estimated to be about 2,755 gallons per year if gasoline vehicles are used. This small increase in annual gasoline usage would not be a significant increase.

The natural gas usage is related to replacing the three existing natural gas compressors with two new, more efficient natural gas compressors and the two new electric compressors. The existing natural gas compressors have a heat rate of approximately 9,800 British thermal units per horsepower-hour (Btu/HP-hr), or 26% efficiency. The new gas compressors would have a heat rate of approximately 7,900 Btu/HP-hr, or 32% efficiency. Thus, the relative efficiency improvement would be approximately 19%.

Table 5.6-3 shows that Project operation would result in an increased utilization of electric power related to the two new electric compressors, where electric power substitutes for natural gas as the primary energy source for compression. The electric compressors would utilize high-efficiency motors with 95% electromechanical energy conversion efficiency.

In summary, the Project would not result in substantial depletion of existing energy resource supplies or increase demand for utilities beyond the current and expected near-future capacities of the electric and natural gas suppliers. The use of diesel is expected to decrease during facility operation because the diesel emergency generator would be replaced with a natural gas standby generator. The use of electricity is expected to increase, but the amount of natural gas used as fuel is expected to decrease. With this tradeoff, the energy needed to move a given volume of natural gas, whether from electricity or natural gas, would

remain about the same. However, according to SCE data, SCE's grid power mix consisted of 31.4% renewable energy sources in 2021 (SCE 2021). California law directs utilities to secure 60% of their electricity from Renewable Portfolio Standard-eligible resources by 2030, followed by a 2045 requirement for 100% of electricity to come from zero-carbon sources. Therefore, due to higher gas and electric compressor efficiencies and first-on last-off electric compressor operation, combined with lower GHG intensity of electric power (i.e., an increasing renewable energy content in the future), the Project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources during operations. Therefore, impacts would be less than significant.

5.6b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-Than-Significant Impact. The Project would not conflict with or obstruct any adopted energy conservation plans, state or local plans for renewable energy, or energy efficiency because the use of modern equipment would enable the continued operation of the existing energy infrastructure in a more efficient manner.

State

As discussed in Section 5.6.2.2 in the "State" Regulatory Setting, CARB developed an EAP, but then stopped updating it and instead relied on including energy aspects in the scoping plans developed pursuant to AB 32, SB 32, and AB 1279. The policy and regulatory concepts identified in the scoping plans focus on increasing energy efficiencies, using renewable resources, and reducing the consumption of petroleum-based fuels (such as gasoline and diesel). The Project is consistent with these goals because the new equipment would be more energy efficient, would use more renewable resources (i.e., as noted above, the SCE 2021 energy mix includes 31.4% renewable energy and the renewable component is projected to increase), and would no longer use the diesel emergency generator. Therefore, impacts would be less than significant related to consistency with the 2022 Scoping Plan (CARB 2023).

The California Building Energy Efficiency Standards (24 CCR, Parts 6 and 11) are not applicable for a structure or warehouse for industrial process equipment not designed or intended for human occupancy. However, the standards would apply to the new office building, which would be designed to meet current applicable energy efficiency standards as required by code. Therefore, the Project would not conflict with Title 24 or obstruct its implementation for applicable land use development projects in California (CEC 2019). Impacts would therefore be less than significant.

Local

As described in Section 5.6.2.2, the City has suspended development of an EAP and although the City is working on developing a CARP (which incorporates aspects related to energy efficiency and sustainability), the draft CARP has not yet been adopted. The Project is consistent with the draft CARP (City of Ventura 2022) because it improves energy efficiency and would use first-on last-off operation of the new electric compressors in combination with reduced reliance on gas compressors. Therefore, the Project would not conflict with or obstruct a local plan for energy efficiency, and impacts would be less than significant.

5.6c) Would the project add capacity for the purpose of serving a non-renewable energy resource?

Less-Than-Significant Impact. The Project would maintain SoCalGas's ability to serve existing customer demand and meet the injection capacity that was lost with the reduction in local natural gas production; it is not seeking to increase storage capacity. As explained in Chapter 2, the Project is designed to meet both existing summer customer demand and the injection rate required at the La Goleta Storage Field. The added throughput capacity at the Ventura Compressor Station is needed to ensure that SoCalGas can continue to safely and reliably deliver gas to its customers within its service territory. Because the Project is designed to maintain the service obligations of the Ventura Compressor Station rather than expanding those obligations, impacts related to adding capacity for the purpose of serving of a non-renewable energy resource would be less than significant.

5.6.5 Mitigation Measures

Impacts from the Project would be less than significant; therefore, no mitigation is required.

5.6.6 Level of Significance Summary

The Project would have less-than-significant impacts related to potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation.

The Project would have less-than-significant impacts related to conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency.

The Project would have less-than-significant impacts related to adding capacity for the purpose of serving a non-renewable energy resource.

5.6.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement appropriate avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

5.6.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that are applicable to energy used for natural gas compression.

5.6.7.2 Project Best Management Practices

The Project is designed to minimize the energy impacts of compressor station operation through efficiency improvements. No additional best management practices for energy efficiency are proposed.

5.7 Geology, Soils, and Paleontological Resources

This section describes existing conditions and potential impacts on geology, soils, and paleontological resources as a result of construction, operation, and maintenance of the proposed Ventura Compressor Station Modernization Project (Project). Information contained in this section is based on published and unpublished geological and paleontological reports, including those available from the California Geological Survey (CGS), U.S. Geological Survey (USGS), County of Ventura, and City of Ventura, as well as the following:

- Appendix I, Preliminary Report of Geotechnical Investigation, Proposed Compressor Station Upgrade, prepared by Wood
- Appendix J, Paleontological Resources Inventory Memorandum

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.7.1 Environmental Setting

5.7.1.1 Regional and Local Geologic Setting

The approximately 8.42-acre Project Site is located in the northern portion of the Ventura–Oxnard Basin in southern Ventura County. This sedimentary basin was formed primarily by subsidence of marine sediments and subsequent non-marine deposition along the Santa Clara River and Ventura River watersheds. Regionally, the Ventura-Oxnard basin is part of the Transverse Ranges geomorphic province, which consists of east–west-trending mountain ranges and associated valleys, such as the Santa Ynez Mountains and Santa Clara River Valley. The predominant structural fabric is formed by east–west-trending fault traces and major fold axes, such as the Ventura Fault and the Ventura Avenue anticline. The Ventura River and floodplain drain to the south to the Pacific Ocean coastline (Appendix I).

Locally, the Project Site, on Assessor's Parcel Number [APN] 068-0-142-030, is located at 1555 North Olive Street in the City of Ventura (City), slightly east of State Route 33. The Project Site is in the eastern Santa Ynez Mountains, within the Ventura River watershed. The site is at an approximate elevation of 65 feet (National Geodetic Vertical Datum [NGVD] 29), situated on relatively flat to gently sloping topography toward the south-southwest (Appendix I). The Project Site and topographic features are shown on Figure 5.7-1, Site Topography.

5.7.1.2 Seismic Hazards

Faulting

The Project Site is located in a seismically active region of Southern California. As illustrated on Figure 5.7-2, Regional Faulting, and Figure 5.7-3, Faulting and Areas of Liquefaction, numerous Holocene-active faults are located in Ventura County, including the Ventura Fault, which is located approximately 1.0 miles south of the Project Site. CGS classifies faults as follows:

- Holocene-active faults, which are faults that have moved during the past approximate 11,700 years. These faults, which are also known as active faults, are capable of surface rupture.
- Pre-Holocene faults, which are faults that have not moved in the past 11,700 years. These faults, which are also known as potentially active faults, may be capable of surface rupture, but are not regulated under the Alquist-Priolo Earthquake Fault Zoning Act of 1972.

- Age-undetermined faults, which are faults where the recency of fault movement has not been determined (CGS 2018). These faults are also known as inactive faults.

This fault classification is consistent with criteria of the Alquist-Priolo Earthquake Fault Zoning Act of 1972. As discussed in Section 5.7.2, Regulatory Setting, the Alquist-Priolo Earthquake Fault Zoning Act of 1972 regulates development near Holocene-active faults to mitigate the hazard of surface fault rupture. This Act requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones (Alquist-Priolo Zones), around the surface traces of Holocene-active faults and to issue appropriate maps. Local agencies must regulate most development projects within the zones. As indicated in Figure 5.7-2, USGS classifies faults as historic (i.e., past 150 years), Quaternary (i.e., past 1.6 million years), and unspecified age. Holocene-active faults, as classified by CGS, are similar in age to Latest Quaternary faults, as classified by USGS and shown in Figure 5.7-2.

The Project Site is not located within a currently established Alquist-Priolo Zone for surface fault rupture hazard. The closest Alquist-Priolo Zone, established for the Ventura Fault, is located approximately 1.0 miles south of the site (CGS 2003; Appendix I). Based on available geologic data, active faults and associated fault splays with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the site. Therefore, the potential for surface rupture due to fault plane displacement propagating to the surface at the site during the design life of the Project is low (Appendix I).

As illustrated on Figures 5.7-2 and 5.7-3, the Ventura Fault is a left-reverse, north-dipping, 12-mile-long fault, which extends from the Ventura River east to the town of Saticoy. This fault has probably been active in the last 1,500 years. The slip rate is between 0.5 millimeters (mm)/year and 1.5 mm/year, and the maximum probable magnitude is moment magnitude (Mw) 6.0 to 6.8 (SCEDC 2023). The total displacement along the Ventura Fault is not well documented, but an apparent vertical separation of 245 meters occurs on the Pleistocene Las Posas Formation. Some geologists consider that the Ventura Fault extends westward offshore and connects with the Pitas Point Fault (USGS 2002).

As illustrated on Figure 5.7-2, in addition to the Ventura Fault, several other Quaternary faults are located within 10 miles of the Project Site. Distances to regional faults, maximum probable earthquake magnitudes, and most recent fault displacement ages are shown in Table 5.7-1.

Table 5.7-1. Distances to Local Faults

Fault	Distance from Project Site (Miles)	Maximum Probable Earthquake Magnitude (Mw)	Most Recent Fault Displacement[a]
Ventura Fault	1.0	6.0 to 6.8	Holocene-active
Pitas Point Fault	1.5	6.0 to 6.8	Latest Quaternary
Red Mountain Fault	3.5	6.0 to 8.0	Holocene-active
Oak Ridge Fault	4.5	6.5 to 7.5	Late Quaternary
Montalvo/McGrath	5.5	Unknown	Undifferentiated Quaternary
Javon Canyon Fault	6.0	Unknown	Holocene-active
Oak View Fault Zone	7.5	Unknown	Late Quaternary
Shepard Mesa Fault	8.0	Unknown	Latest Quaternary
Lion Canyon Fault	9.5	Unknown	Late Quaternary

Table 5.7-1. Distances to Local Faults

Fault	Distance from Project Site (Miles)	Maximum Probable Earthquake Magnitude (Mw)	Most Recent Fault Displacement[a]
Arroyo Parida Fault/ Mission Ridge Fault Zone	9.5	6.5 to 7.3	Latest Quaternary

Sources: USGS 2023a; CGS 2023; SCEDC 2023.
Notes: Mw = moment magnitude.
[a] Holocene-active defined above; Quaternary fault classifications provided in Figure 5.7-2.

Secondary Seismic Effects

Liquefaction/Lateral Spreading

Liquefaction occurs primarily in saturated, loose, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the surface. Shaking causes the soils to lose strength and behave like a liquid. Excess water pressure is vented upward through fissures and soil cracks and can also result in a water-soil slurry flowing onto the ground surface. Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. Lateral spreading is the lateral movement of gently to steeply sloping saturated soil deposits that are caused by earthquake-induced liquefaction. As ground acceleration and shaking duration increase during an earthquake, liquefaction potential increases.

Geotechnical borings drilled on the Project Site in 2016 encountered groundwater at depths ranging from 40.5 to 45 feet below ground surface (bgs). The historic high groundwater level at the Project Site is approximately 20 feet bgs (Appendix I). As illustrated on Figure 5.7-3, based on depth to groundwater and soil types, the Project Site and the adjacent 2.53-acre Staging Area (combined, referred to as the Development Area) are located within a potential zone of liquefaction (County of Ventura 2023; CGS 2003). However, based on the relatively flat topography, there is no potential for lateral spreading to occur at the site (Appendix I).

Seismically Induced Slope Failure

The CGS has mapped areas of potential seismically induced slope failure for the USGS 7.5-Minute Ventura Quadrangle, based on (1) areas known to have experienced earthquake-induced slope failure during historic earthquakes, (2) areas identified as having past landslide movement, including both landslide deposits and source areas, and (3) areas where analyses of geologic and geotechnical data indicate that the geologic materials are susceptible to earthquake-induced slope failure (CGS 2004). Based on this map, the Project Site is not located in an area of potential seismically induced slope failure. The topography of the site is relatively flat and not in proximity to the slopes adjacent to the Ventura River Valley. The closest seismically induced slope failure zones are located approximately 1,600 feet west of the Project Site (CGS 2003). As illustrated in Figure 5.7-4, Areas of Landslide, the Development Area is not located within a landslide hazard zone.

5.7.1.3 Geologic Units

Stratigraphy

As illustrated in Figure 5.7-5, Site Geology, the Project Site is underlain by historically active wash deposits adjacent to an active channel, and composed of unconsolidated sand, silt, and gravel (USGS 2003). The northern portion of the Project Site has undergone soil remediation, which included excavations up to 40 feet and backfill with clean fill soil, with cement slurry and rock placed in the deeper excavations. Therefore, the northern portion of the Project Site is underlain by artificial fill varying from 5 to 40 feet deep. Based on geotechnical borings drilled on site in the southern portion of the Project Site, fill soils are typically 3 to 7 feet deep, with a localized area of fill to 12.5 feet. These fill soils consist predominantly of a layer of sandy clay overlying poorly graded sand and poorly graded gravel. The natural soils beneath the fill consist predominantly of sand and gravel with some thin clay interbeds, to the maximum depth explored of 75.5 feet (Appendix I).

Slope Stability

The topography of the Project Site is relatively flat to gently sloping to the south-southwest, with the nearest hillside being approximately 1,600 feet west of the Project Site. The incised east bank of the Ventura River channel is located approximately 1,200 feet west of the Project Site. Based on the flat topography, there is no potential for slope instability (Appendix I).

Subsidence

Subsidence is the permanent collapse of the pore space within a soil or rock and downward settling of the earth's surface relative to its surrounding area. Subsidence can result from the extraction of water or oil, the addition of water to the land surface—a condition called "hydrocompaction," or peat loss. The compaction of subsurface sediment caused by the withdrawal or addition of fluids can cause subsidence. Land subsidence can disrupt surface drainage; reduce aquifer storage; cause earth fissures; damage buildings and structures; and damage wells, roads, and utility infrastructure. Several areas within Ventura County are experiencing subsidence due to groundwater extraction including the Oxnard Plain, the Las Posas Valley, and the Santa Clara River Valley (County of Ventura 2020). According to the USGS Survey Areas of Land subsidence in California map, there have been no recorded instances of subsidence at the Project Site associated with groundwater pumping, peat loss, or oil extraction (USGS 2023b).

Expansive Soil

Expansive soils are clay-rich soils that expand when water is added and shrink when dry. This continuous change in soil volume can cause foundations to move unevenly and crack. Soil samples collected for a geotechnical investigation on site were not analyzed for soil expansion (Appendix I). Soils within the upper 5 to 40 feet on the northern portion of the Project Site consist of artificial fill that may consist of a variety of soil types, and may include clay-rich expansive soils. Fill soils in the southern portion of the Project Site consist predominantly of a layer of sandy clay overlying poorly graded sand and poorly graded gravel. The surficial sandy clay may be prone to soil expansion.

5.7.1.4 Soils

As illustrated in Figure 5.7-6, Soils Map, the Project Site was originally underlain by Anacapa sandy loam, on 2% to 9% slopes. These soils consist of deep, well drained soils that formed in alluvium derived primarily from sedimentary rock sources. Anacapa soils are located in floodplains and on alluvial fans. These soils are typically grayish brown to very dark grayish brown, moist sandy loam, that is massive, slightly hard, friable, nonsticky, and nonplastic, to a depth of 60 inches. These soils are well drained, have medium runoff, and have moderately rapid permeability (USDA 1975). As previously discussed, the surficial soils have mostly been excavated at the Project Site and replaced with 3 to 40 feet of artificial fill.

Surrounding soils within the Project Site include the following five soil complexes, according to USDA (2023):

- Anacapa sandy loam, 2% to 9% slopes. This is an alluvial flat soil that is well drained.
- Garretson loam, 2% to 9% slopes. This is found on alluvial fans and footslopes and is well drained.
- Riverwash. This is the streambed for the Ventura River.
- Sandy alluvial land. This is a floodplain soil and is somewhat excessively drained.
- Sorrento loam, 2% to 9% slopes. This is an alluvial fan soil and is well drained.

Because the native soils have been excavated and replaced with artificial fill to depths of 3 to 40 feet, the soil types described above no longer overlie the site. The on-site artificial fill consists of a mix of the soil types listed above, and also includes imported fill associated with past work on the Project Site. Therefore, the near-surface site soils are heterogeneous and likely have varying degrees of permeability, runoff potential, and erosion potential. However, the relatively flat topography minimizes the potential for erosive scour to occur on the Project Site.

5.7.1.5 Paleontological Resources

Paleontological resources are the remains or traces of plants and animals that are preserved in earth's crust, and per the Society of Vertebrate Paleontology (SVP) (2010) guidelines, are older than written history or older than approximately 5,000 years. They are limited, nonrenewable resources of scientific and educational value, which are afforded protection under state laws and regulations. This analysis also complies with guidelines and significance criteria specified by SVP (2010), which defines paleontological sensitivity as high, low, undetermined, and no paleontological resource potential.

A paleontological records search request was sent to the Natural History Museum of Los Angeles County (LACM) on January 30, 2023, and the results were received on February 19, 2023. The purpose of the museum records search was to determine whether there are any known fossil localities in or near the Project Site, assist in determining the potential for the Project to destroy paleontological resources, and aide in determining whether a paleontological mitigation program is warranted to avoid or minimize potential adverse effects of construction on paleontological resources.

The LACM records search results letter reported that no fossil localities were known from within the Project Site; however, they did report one locality from an unknown Pleistocene formation, three localities from the Las Posas sandstone (referred to as Las Posas Formation by some authors), and two localities from the Pleistocene Saugus Formation (Confidential Appendix J) in areas near the Project Site. These geological units/formations are not present at the surface or subsurface of the Project Site, as indicated in the geotechnical report (Appendix I). The LACM localities are detailed in Table 5.7-2.

Table 5.7-2. LACM Paleontological Records Search Results

Locality Number	Location and Approximate Distance from Project Site	Formation or Unit	Taxa	Depth
LACM IP 7373	Hill in Ventura unknown distance from Project Site	Unknown Pleistocene unit	Unspecified invertebrates	Unknown
LACM VP (CIT) 583	W side of Main Aliso Canyon, approximately 8 miles W of the Project Site	Las Posas	Horse (*Equus*)	Surface
LACM VP (CIT) 584	W of Sexton Canyon, NE of junction of Sexton & Lake Canyons, approximately 4 miles NE of the Project Site	Las Posas	Horse (*Equus*)	Surface
LACM IP 42051- 42054, 42915	N and W of the City of Ventura, near Mile Post 32.2, along U.S. Route 101 approximately 1.5 miles SW of the Project Site	Las Posas	Unspecified invertebrates collected from a shell bed	Unknown
LACM VP 3204	Bluffs on W side of Harmon Canyon, unknown distance from the Project Site	Saugus Formation	Horse (Equidae)	Unknown
LACM VP 6470	Long Canyon, NW of where Long Canyon enters the Santa Clara Valley, unknown distance from the Project Site	Saugus Formation	Horse (Equidae)	Unknown

Notes: LACM = Natural History Museum of Los Angeles County; IP = Invertebrate Paleontology; VP = Vertebrate Paleontology; CIT = California Institute of Technology; W = west; NE = northeast; N = north; SW = southwest; NW = northwest.

5.7.2 Regulatory Setting

5.7.2.1 Federal

Earthquake Hazards Reduction Act

In October 1977, Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program, which was substantially amended in November 1990, by the National Earthquake Hazards Reduction Program Act (NEHRPA), which refined the description of agency responsibilities, program goals, and objectives. The NEHRPA designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities. Other NEHRPA agencies include the National Institute of Standards and Technology, the National Science Foundation, and the USGS.

Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction operations. Occupational Safety and Health Administration (OSHA) Excavation and Trenching Standard, Title 29 of the Code of Federal Regulations, Part 1926, Subpart P, covers requirements for excavation and trenching operations. OSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

Paleontological Resources Preservation Act of 2009

The Omnibus Public Land Management Act, Paleontological Resource Preservation Subtitle (16 USC 470aaa et seq.) directs the Secretaries (Interior and Agriculture) to manage and protect paleontological resources on federal land using scientific principles and expertise. This act is commonly known as the Omnibus Act or the Paleontological Resources Preservation Act (PRPA). The PRPA incorporates most of the recommendations of the report of the Secretary of the Interior titled "Assessment of Fossil Management on Federal and Indian Lands" to formulate a consistent paleontological resources management framework. In passing the PRPA, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The PRPA codified then-existing policies of the BLM, National Park Service, U.S. Forest Service, Bureau of Reclamation, and the U.S. Fish and Wildlife Service, and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport, and theft and vandalism of fossils from federal lands
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants)
- Uniform definitions for "paleontological resources" and "casual collecting"
- Uniform requirements for curation of federal fossils in approved repositories

Federal legislative protections for scientifically significant fossils apply to projects that take place on federal lands (with certain exceptions, such as the Department of Defense, which continue to protect paleontological resources under the Antiquities Act), involve federal funding, require a federal permit, or involve crossing state lines.

National Registry of Natural Landmarks (16 USC 461-467)

The National Natural Landmarks (NNL) program, established in 1962, is administered under the Historic Sites Act of 1935. Regulations were first published in 1980 under 36 CFR 1212 and the program was redesignated as 36 CFR 62 in 1981. An NNL is defined as (36 CFR 62.2):

> …an area designated by the Secretary of the Interior as being of national significance to the United States because it is an outstanding example(s) of major biological and geological features found within the boundaries of the United States or its Territories or on the Outer Continental Shelf.

"National significance" describes (36 CFR 62.2):

> …an area that is one of the best examples of a biological community or geological feature within a natural region of the United States, including terrestrial communities, landforms, geological features and processes, habitats of native plant and animal species, or fossil evidence of the development of life.

Federal agencies and their agents should consider the existence and location of designated NNLs, and of areas found to meet the criteria for national significance, in assessing the effects of their activities on the environment under Section 102(2)(c) of the National Environmental Policy Act (42 USC 4321). The National Park Service is responsible for providing requested information about the NNL Program for these assessments (36 CFR 62.6[f]). However, other than consideration under the National Environmental Policy Act, NNLs are afforded no special protection. Furthermore, there is no requirement to evaluate a paleontological resource for listing as an NNL. Finally,

project proponents (state and local) are not obligated to prepare an application for listing potential NNLs, should such a resource be encountered during project planning and delivery.

Examples of geological and paleontological NNLs in California include the following:

- **Imperial Sand Hills.** Imperial Sand Hills is one of the largest dune patches in the United States. It is an outstanding example of dune geology and ecology in an arid land. (Designated: 1966. Ownership: federal, private.)
- **Eureka Dunes.** Eureka Dunes, located within Death Valley National Park, is an excellent example of aeolian (wind) geological processes. It is the tallest dune complex in the Great Basin biophysiographic province. The site contains an endangered grass genus, one species of which is the only plant capable of surviving on and stabilizing the steep dune slopes. (Designated: 1983. Ownership: federal.)
- **Amboy Crater.** Amboy Crater is an excellent example of a recent volcanic cinder cone with an unusually flat crater floor. (Designated: 1973. Ownership: federal, private.)
- **Rainbow Basin.** Composed of deep erosion canyons with rugged rims, Rainbow Basin is an outstanding example of geologic processes. The site also contains significant fossil remains and traces (e.g., footprints) of Miocene plants, insects, and land mammals. (Designated: 1966. Ownership: federal.)

National Historic Preservation Act of 1966 (16 USC 470)

Section 106 of the National Historic Preservation Act does not apply to paleontological resources unless the paleontological specimens are found in culturally related contexts (e.g., fossil shell included as a mortuary offering in a burial or a culturally related site such as petrified wood locale used as a chipped stone quarry). In such instances the materials are considered cultural resources and are treated in the manner prescribed for the site in question, with mitigation being almost exclusively limited to sites determined eligible for, or listed on, the National Register of Historic Places. Cooperation between the cultural resource and paleontological disciplines is expected in such instances.

5.7.2.2 State

Alquist-Priolo Earthquake Fault Zoning Act

California enacted the Alquist-Priolo Special Studies Zones Act in 1972, which was renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994. Also known as the Alquist-Priolo Act, it requires the establishment of "earthquake fault zones" along known active faults in California. Regulations on development within these zones are enforced to reduce the potential for damage resulting from fault surface rupture.

California Building Standards Code

The state regulations protecting structures from geo-seismic hazards are contained in the California Building Code (CBC) (24 CCR Part 2), which is updated on a triennial basis. These regulations apply to public and private buildings in the state. Until January 1, 2008, the CBC was based on the then-current Uniform Building Code and contained additions, amendments, and repeals specific to building conditions and structural requirements of the State of California. The 2022 CBC, effective January 1, 2023, incorporates by reference the 2021 International Building Code of the International Code Council, with necessary California amendments.

Chapters 16 and 16A of the 2022 CBC include structural design requirements governing seismically resistant construction, including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Chapters 18 and 18A include the requirements for foundation and soil investigations (Sections 1803 and 1803A); excavation, grading, and fill (Sections 1804 and 1804A); damp-proofing and water-proofing (Sections 1805 and 1805A); allowable load-bearing values of soils (Sections 1806 and 1806A); the design of foundation walls, retaining walls, embedded posts and poles (Sections 1807 and 1807A), and foundations (Sections 1808 and 1808A); and design of shallow foundations (Sections 1809 and 1809A) and deep foundations (Sections 1810 and 1810A). Chapter 33 of the 2022 CBC includes requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304).

Construction activities are subject to occupational safety standards for excavation and trenching, as specified in the California Safety and Health Administration regulations (Title 8 of the California Code of Regulations) and in Chapter 33 of the CBC. These regulations specify the measures to be used for excavation and trench work where workers could be exposed to unstable soil conditions. The Project would be required to employ these safety measures during excavation and trenching.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 addresses earthquake hazards other than fault rupture, including liquefaction and seismically induced landslides. Seismic hazard zones are to be mapped by the State Geologist to assist local governments in land use planning. The Seismic Hazards Mapping Act states that "it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety."

California Health and Safety Code

Sections 17922 and 17951–17958.7 of the California Health and Safety Code require cities and counties to adopt and enforce the current edition (2022) of the CBC, including a grading section. Sections of Volume II of the CBC specifically apply to select geologic hazards.

California Occupational Safety and Health Administration Regulations

In California, California OSHA (Cal/OSHA) has responsibility for implementing federal rules relevant to worker safety, including slope protection during construction excavations. Cal/OSHA's requirements are more restrictive and protective than federal OSHA standards. Title 8 of the California Code of Regulations, Chapter 4, Division of Industrial Safety, covers requirements for excavation and trenching operations, as well as safety standards whenever employment exists in connection with the construction, alteration, painting, repairing, construction maintenance, renovation, removal, or wrecking of any fixed structure or its part.

California Public Resources Code Section 5097.5

California Public Resources Code Section 5097.5 states the following:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other

archaeological, paleontological or historical feature, situated on [lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof], except with the express permission of the public agency having the jurisdiction over the lands. Violation of this section is a misdemeanor.

California Code of Regulations

Two sections of the California Code of Regulations (14 CCR Division 3, Chapter 1), applicable to lands administered by State Parks, address paleontological resources:

Section 4307: Geological Features. No person shall destroy, disturb, mutilate, or remove earth, sand, gravel, oil, minerals, rocks, paleontological features, or features of caves.

Section 4309: Special Permits. [California Department of Parks and Recreation] may grant a permit to remove, treat, disturb, or destroy plants or animals or geological, historical, archaeological or paleontological materials; and any person who has been properly granted such a permit shall to that extent not be liable for prosecution for violating the foregoing.

5.7.2.3 Local

California Public Utilities Commission (CPUC) decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. CPUC General Order (GO) 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.7.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

City of Ventura General Plan

The 2005 Ventura General Plan (City of Ventura 2005) includes various actions under its policy to minimize risks from geologic hazards, including the following:

Policy 7A: Minimize risks from geologic and flood hazards.

Action 7.6: Adopt updated editions of the California Construction Codes and the International Codes as published by the State of California and the International Code Council, respectively.

Action 7.7: Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site:

- with slopes greater than 10 percent or that otherwise have potential for landsliding,
- along bluffs, dunes, beaches or other coastal features,
- in Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault,

- in areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.

Action 7.8: To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.

5.7.3 Impact Questions

The Project's potential impacts on geology, soils, and paleontological resources were evaluated using the impact questions set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to geology, soils, and paleontological resources (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.7-3 and discussed in more detail in Section 5.7.4, Impact Analysis.

Table 5.7-3. Checklist for Geology, Soils, and Paleontological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS – Would the project:				
5.7a) Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
5.7b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Table 5.7-3. Checklist for Geology, Soils, and Paleontological Resources

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5.7c)	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?	☐	☐	☒	☐
5.7d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
5.7e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
5.7f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

5.7.4 Impact Analysis

Methodology and Assumptions

Potential direct and indirect Project impacts related to geology and soils were evaluated against the CEQA significance criteria and are discussed below. The impact analysis evaluates potential Project impacts during both construction and operation.

5.7a) Would the project directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Development Area is not located within a currently established Alquist-Priolo Zone for surface fault rupture hazard. As illustrated on Figure 5.7-3, the closest Alquist-Priolo Zone, established for the Ventura Fault, is located approximately 1.0 miles south of the site. Based on available geologic data, active faults and associated fault splays with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the Development Area. Therefore, the potential for surface rupture due to fault plane displacement propagating to the surface at the Project Site during the design life of the Project is low (Appendix I). As a result, the

Project would not directly or indirectly cause substantial adverse effects involving rupture of a known earthquake fault. No impacts would occur.

ii) Strong seismic ground shaking?

Less-Than-Significant Impact. As illustrated in Table 5.7-1 and Figure 5.7-2, based on proximity to regional active faults, strong ground shaking can be expected at the Development Area during moderate to severe earthquakes in the general region. No permanent structures or habitable structures would be constructed on the off-site Staging Area, which would be used only as a temporary laydown yard for construction equipment. The proposed structures that would be constructed on the Project Site would be required to comply with the current CBC, which includes requirements to ensure that new development would not cause or exacerbate geological and soil hazards. The 2022 CBC design parameters are specifically tailored to minimize the risk of structure failure due to seismic hazards and include a requirement for a standard, site-specific geotechnical (also known as a soils investigation) report, as part of the building permit process (CBC Chapter 18 and 18A). A preliminary geotechnical investigation conducted by Wood in 2019 (Appendix I) provides specific recommendations related to soils and seismic engineering, including recommendations for remedial grading, foundation design, and retaining walls, thus minimizing the potential for structural distress as a result of seismically induced ground shaking. In addition, a final geotechnical report would be completed for the Project, based on the final Project design. Compliance with CBC requirements would minimize the potential for structural damage during an earthquake.

Section 1803.7 of the CBC, Geohazard Reports, requires that geohazard reports for proposed developments consider CGS Note 48: "Checklist for the Review of Engineering Geology and Seismology Reports for California Public Schools, Hospitals, and Essential Services Buildings" (CGS 2022). CGS Note 48 specifies that geohazard reports shall be prepared in accordance with California Code of Regulations Title 24, which in turn indicates that essential service buildings are defined in Section 16007 of the Health and Safety Code (California Building Standards Commission 2019). The latter defines "essential services buildings" as any building, including buildings designed and constructed, for public agencies used, or designed to be used, or any building a portion of which is use or designed to be used, as a fire station, police station, emergency operations center, California Highway Patrol office, sheriff's office, or emergency communication dispatch center. Therefore, the Project would not be considered an essential services building with respect to the CBC.

However, the proposed gas compressor facility would be considered critical infrastructure, which is a physical asset that plays an essential role in the functioning of society and economies. Critical energy infrastructure includes three interrelated segments, including electricity, oil, and natural gas. Natural gas and the energy sector are one of 16 critical infrastructure sectors whose assets, systems, and networks are considered so vital to the United States that their incapacitation or destruction would have a debilitating effect on security, national economic security, national public health or safety, or any combination thereof. When a natural or human-caused event affects a critical facility, the impacts are multiplied when compared to the effects that a similar event may have on non-critical systems (CISA 2023; OAS 2023).

Structural design requirements are higher for critical facilities than for non-critical facilities. American Society of Civil Engineers (ASCE) 7-16 classifies as Risk Category IV any buildings or

structures, the failure of which could pose a substantial hazard to the community (including, but not limited to, facilities that manufacture, process, handle, store, use or dispose of such substances as hazardous fuels, hazardous chemicals or hazardous waste) containing sufficient quantities of highly toxic substances where the quantity of the material exceeds a threshold quantity established by the Authority having Jurisdiction and is sufficient to pose a threat to the public if released.

Because the Project would be a structure, the failure of which could pose a substantial hazard to the community based on proposed transportation and combustion of natural gas, it would be classified as Risk Category IV. The Importance factor associated with this risk category that would be used for seismic design of structures on this Project is 1.5, the highest value for facilities required to function for life-safety purposes after an earthquake. Further, Project components would be designed in accordance with CPUC GO 174, which specifies minimum construction material requirements and calculations for foundations for utility safety, to withstand damage from ground rupture and seismic shaking, and ensures that improvements are located on stable materials and do not cause underlying materials to become unstable.

Development of the Project would not directly or indirectly cause or exacerbate adverse effects involving strong seismic ground shaking. Individual Project components would be designed to current CBC regulations with respect to seismic engineering and would therefore be seismically safe. Constructing new structures within an earthquake-prone region would not, in and of itself, increase seismic risks to surrounding uses. As a result, the Project would not directly or indirectly cause substantial adverse effects involving strong seismic ground shaking, and impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-Than-Significant Impact. Geotechnical borings drilled in 2016 encountered groundwater at depths ranging from 40.5 to 45 feet bgs and the historic high groundwater level at the site is approximately 20 feet bgs. As illustrated on Figure 5.7-3, based on depth to groundwater and soil types, the Project Site has been identified by the CGS and County of Ventura as being within a liquefaction hazard zone and is therefore potentially subject to liquefaction during a seismic event. However, based on the relatively flat topography, there is no potential for lateral spreading to occur at the site.

As discussed in Section 5.7a-ii, construction at the Project Site would be completed in compliance with the 2022 CBC, which includes provisions to ensure that new development would not cause or exacerbate geological and soil hazards, including liquefaction and lateral spreading. These provisions would include incorporation of recommendations of the preliminary geotechnical investigation conducted by Wood for the Project (Appendix I), as well as a final geotechnical report based on the final Project design, thus minimizing the potential for structural damage during an earthquake and ensuring that improvements are located on stable materials and do not cause underlying materials to become unstable. In addition, the Project design would include structural design requirements for critical infrastructure, as previously discussed regarding CPUC GO 174. Furthermore, development of the Project would not foreseeably cause ground failure or result in liquefaction, or directly or indirectly cause or exacerbate adverse effects involving seismic related ground failure, including liquefaction. Therefore, impacts would be less than significant.

iv) Landslides?

No Impact. No grading or earthwork would be required at the off-site Staging Area, which would be used only as a temporary laydown yard for construction equipment. The topography of the Project Site is relatively flat to gently sloping to the south-southwest, with the nearest hillside and area of potential seismically induced landslides being approximately 1,600 feet west of the Project Site, as shown on Figure 5.7-4. Because of the gentle topography on the Project Site, landslides or other forms of slope instability would not occur during grading. Due to distance to the nearest landslide hazard zone and the absence of potential landslide hazards on the Project Site, the Project would not directly or indirectly cause substantial adverse effects involving landslides; no impact would occur.

5.7b) Would the project result in substantial soil erosion or the loss of topsoil?

Less-Than-Significant Impact. No grading or earthwork would be required at the off-site Staging Area, which would be used only as a temporary laydown yard for construction equipment, and there would be no potential for soil erosion. The topography of the Project Site is relatively flat, and minimal grading and earthwork would be required. A total of approximately 6,000 cubic yards combined cut and fill is estimated for the Project. No vegetation clearing would occur on site as part of the Project, as the site is composed of asphalt and gravel. Grading and construction would disturb on-site soils and temporarily expose soils to wind and water erosion. In the absence of proper soil management, eroded soil could migrate off site to adjacent storm drains and the nearby Ventura River, resulting in adverse water quality impacts. Equipment and buildings from the existing substation would remain on site for approximately 1 year following construction of the new compressor station and associated facilities (e.g., temporary office building, temporary warehouse), at which point the equipment and buildings associated with the existing facilities would be demolished; however, the foundations would remain in place, thus avoiding further soil disturbance.

As discussed in Section 5.10, Hydrology and Water Quality, and outlined in Project Best Management Practice (BMP) WQ-1 (see Section 5.10.7.2 for the text of this BMP), based on Section 402 of the Clean Water Act, construction sites that disturb land equal to or greater than 1 acre require that stormwater discharges be regulated by National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity, Order No. 99-08-DWQ (i.e., the Construction General Permit). This permit requires projects of 1 acre or more to prepare and implement a stormwater pollution prevention plan (SWPPP) prior to grading and construction activities. The SWPPP is required to identify BMPs that protect stormwater runoff and ensure the avoidance of substantial degradation of water quality during Project construction. In addition, grading and construction activities associated with Project development, including installation and realignment of utilities, would be subject to the SWPPP requirements.

SoCalGas would file a Notice of Intent with the State Water Resources Control Board to comply with the requirements of the Construction General Permit. This process would include the preparation of a SWPPP and incorporation of BMPs to control construction-related erosion and sedimentation in dry weather and stormwater runoff. Typical BMPs that could be incorporated into the SWPPP to protect water quality from erosion include the following:

- Diverting off-site runoff away from the construction site.
- Vegetating landscaped/vegetated swale areas as soon as feasible following grading activities.
- Placing perimeter straw wattles to prevent off-site transport of sediment.

- Using drop inlet protection (filters and sandbags or straw wattles), with sandbag check dams within paved areas.
- Regular watering of exposed soils to control dust during demolition and construction.
- Maintaining erosion and sedimentation control measures throughout the construction period.
- Stabilizing construction entrances to avoid trucks from imprinting soil and debris onto the Project Site and adjoining roadways.

Construction BMPs would remain in place at the completion of construction until final site stabilization is achieved in non-paved areas through compaction of graveled surfaces. In addition, site paving would be restored following the completion of construction to further reduce potential impacts from erosion. Due to the flat topography of the Project Site, the minimal earthwork required, compliance with applicable NPDES regulations that mandate preparation and implementation of a SWPPP, and any condition from local ministerial permits (e.g., building permit), the Project would not have the potential to result in substantial soil erosion or the loss of topsoil. Impacts would therefore be less than significant.

5.7c) Would the project 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?

Less-Than-Significant Impact. As previously discussed in Section 5.7a(iii), the Project Site is in a liquefaction hazard zone and would be potentially subject to liquefaction during a seismic event, which would be addressed through standard geotechnical engineering. The Project would not be subject to lateral spreading due to a lack of on-site slopes. As previously discussed in Section 5.7a(iv), the Project would not be subject to on- or off-site landslides. In addition, the Project would not be located in an area of known ground subsidence. No other potentially unstable geologic conditions are present. No grading or earthwork would be required at the off-site Staging Area and there would be no potential for staging activities to result in unstable soils. Therefore, construction of the Project would not foreseeably cause soil instability or directly or indirectly cause or exacerbate adverse effects involving landslides, liquefaction, lateral spreading, and subsidence, and impacts would be less than significant.

5.7d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-Than-Significant Impact. The Project Site is underlain by 3 to 40 feet of artificial fill (Appendix I). Near-surface soils are heterogeneous, and deposits of expansive soils may be present on site. The Project would be required to comply with the CBC that is in effect at the time of construction. The CBC currently includes requirements to minimize the potential for substantial risks to life or property due to expansive soils. In addition, soil sampling and analysis for expansive soils would be completed for the final geotechnical report, and during grading (as applicable), which are standard requirements under the CBC. The final geotechnical report would include recommendations to address expansive soils, if present, during grading and construction, and would ensure that improvements are located on stable materials and do not cause underlying materials to become unstable. Compliance with these recommendations, as required by the CBC, would minimize the potential for structural damage associated with expansive soils. No grading or earthwork would be required at the off-site Staging Area and there would be no potential for staging activities to be affected by expansive soils, if present. Construction and operation of the Project would not increase the potential for substantial risks to life or property associated with the presence of expansive

soils because this type of project would not foreseeably create hazards or risks to life or property from expansive soils, given the soil engineering that would be done prior to Project construction. Therefore, impacts would be less than significant.

5.7e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Wastewater from the Project would be disposed of in the City sewer system. No septic tanks or alternative wastewater disposal system would be used for the Project. As a result, no impacts would occur.

5.7f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-Than-Significant Impact. Based on the records search results and map and literature review, the Project Site is underlain by Holocene wash deposits, which have low paleontological sensitivity on the surface, increasing with depth. Although it is unlikely given the presence of these wash deposits, there could be middle Holocene to Pleistocene fossils at an undetermined depth. However, the geotechnical report (Appendix I) indicated that the Project Site is underlain by artificial fill (up to a depth of 40 feet bgs in certain areas of the site) and Holocene deposits, consisting predominantly of sand and gravel with some thin clay interbeds, to the maximum depth explored of 75.5 feet bgs. Given the young age of sediments at the surface and at depth within the Project Site, potential impacts to paleontological resources and unique geologic features would be less than significant.

5.7.5 Mitigation Measures

No impacts or less-than-significant impacts would occur as a result of the Project; therefore, no mitigation is required.

5.7.6 Level of Significance Summary

The Project would have the following impacts regarding directly or indirectly causing potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (no impact); strong seismic ground shaking (less-than-significant impact); seismic-related ground failure, including liquefaction (less-than-significant impact); and landslides (no impact).

The Project would have a less-than-significant impact regarding substantial soil erosion or the loss of topsoil.

The Project would have the following impacts regarding the potential for on-or off-site landslide (no impact), lateral spreading (no impact), subsidence (no impact), and liquefaction (less-than-significant impact), regarding the Project's location on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project.

The Project would have a less-than-significant impact regarding expansive soils and the potential to create substantial direct or indirect risks to life or property.

There would be no impact regarding Project 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.

The Project would have a less-than-significant impact relating to the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

5.7.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would incorporate the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

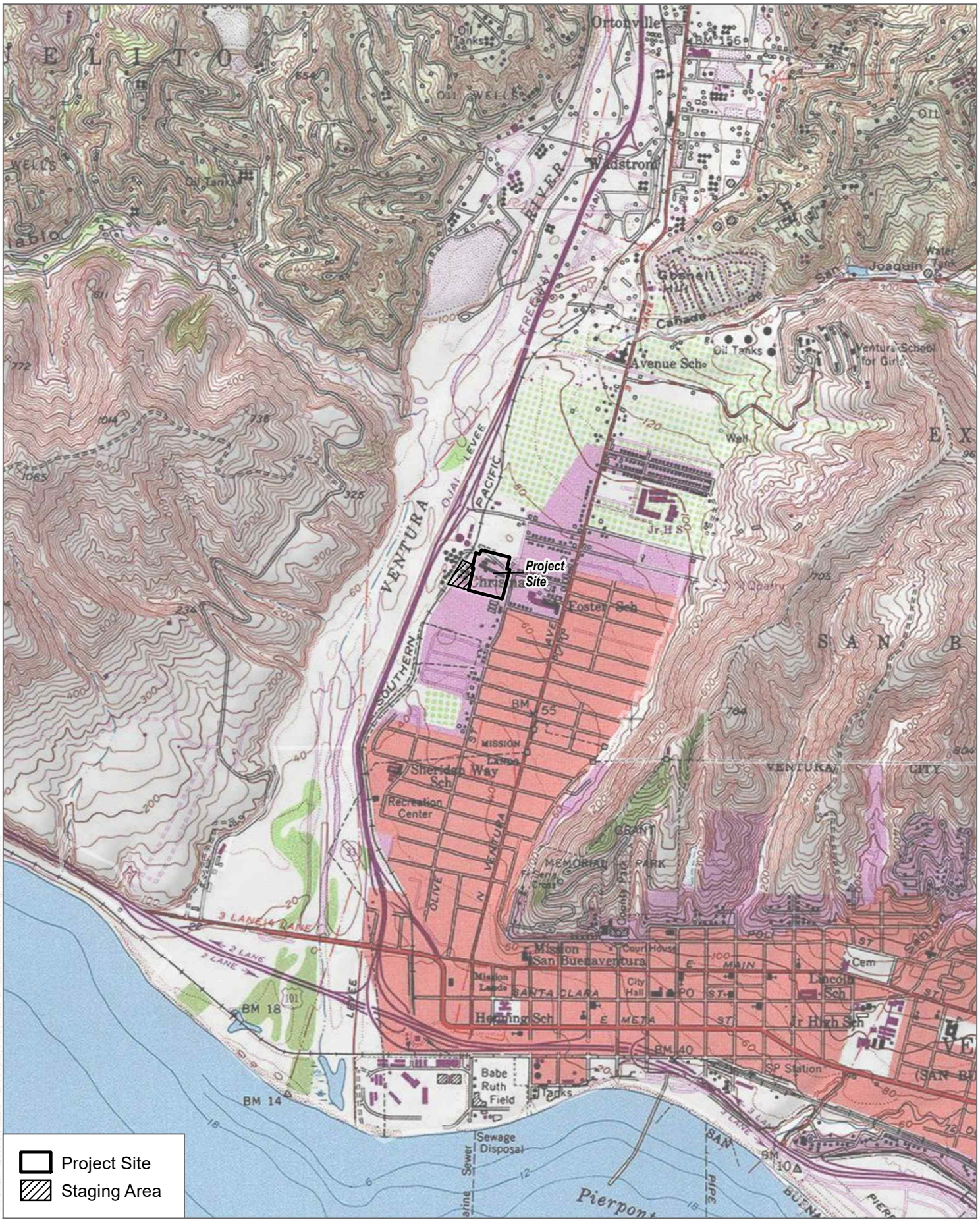
5.7.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that are applicable to geology, soils, and paleontological resources.

5.7.7.2 Project Best Management Practices

The Project proponents would incorporate the following BMP into Project activities as described in Section 5.10, Hydrology and Water Quality:

- BMP-WQ-1: Stormwater Pollution Prevention Program



SOURCE: USGS 7.5-Minute Quadrangle, Ventura CA
Township 03N, Range 23W, Section 33

DUDEK

0 1,000 2,000 Feet

FIGURE 5.7-1

Site Topography

Ventura Compressor Station Modernization Project

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Project Location

USGS Quaternary Faults

- Latest Quaternary (<15,000 years), well constrained location
- Latest Quaternary (<15,000 years), moderately constrained location
- Latest Quaternary (<15,000 years), inferred location
- Late Quaternary (< 130,000 years), well constrained location
- Late Quaternary (< 130,000 years), moderately contrained location
- Late Quaternary (< 130,000 years), inferred location
- Undifferentiated Quaternary (< 1.6 million years), well constrained location
- Undifferentiated Quaternary (< 1.6 million years), moderately constrained location
- Undifferentiated Quaternary (< 1.6 million years), inferred location

SOURCE: USGS Geologic Hazards Science Center

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0 8,000 16,000 Feet

FIGURE 5.7-2

Regional Faulting

Ventura Compressor Station Modernization Project

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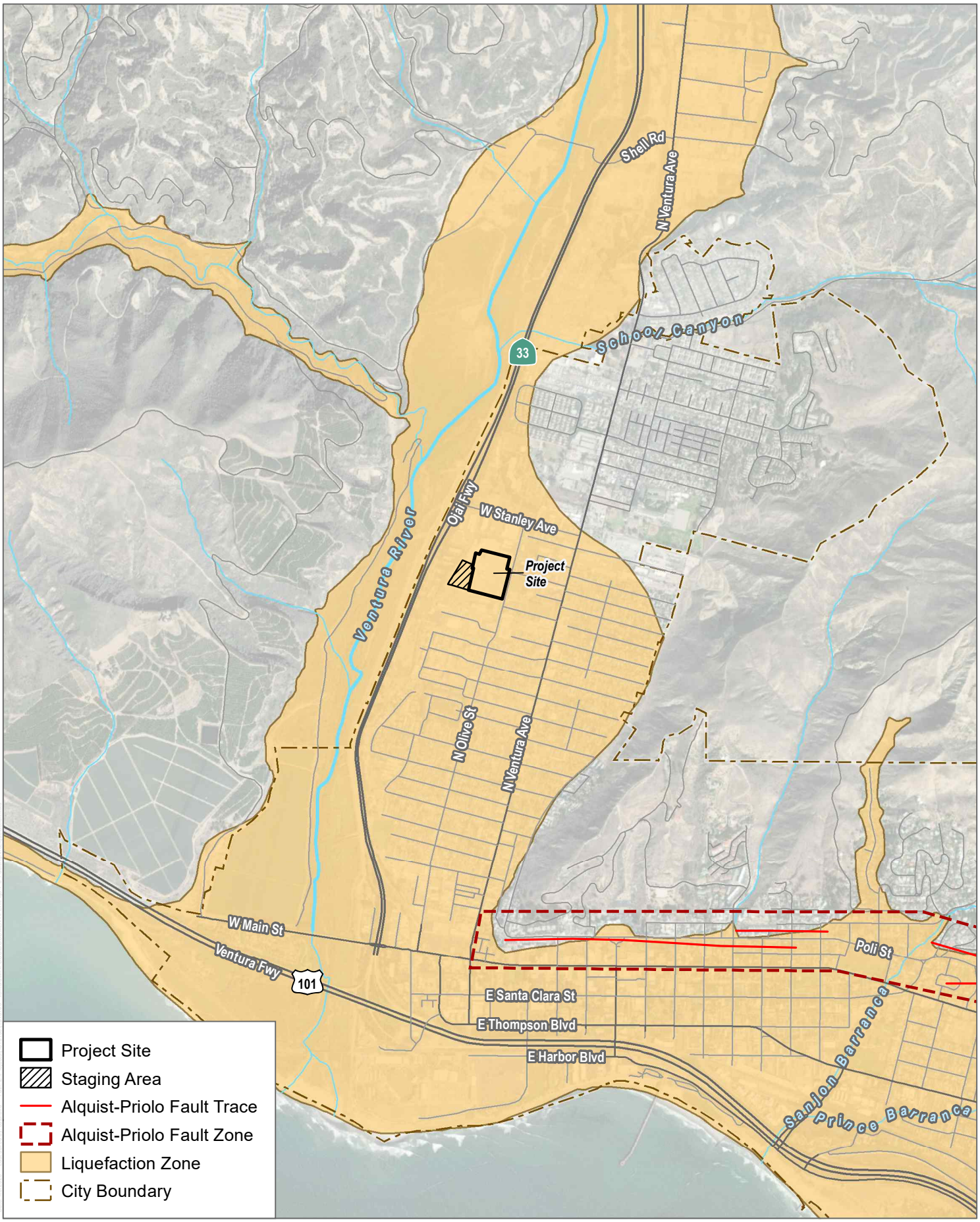

SOURCE: Esri and Digital Globe, Open Street Map, California Department of Conservation, California Geological Survey

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0 1,000 2,000 Feet

FIGURE 5.7-3

Faulting and Areas of Liquefaction

Ventura Compressor Station Modernization Project

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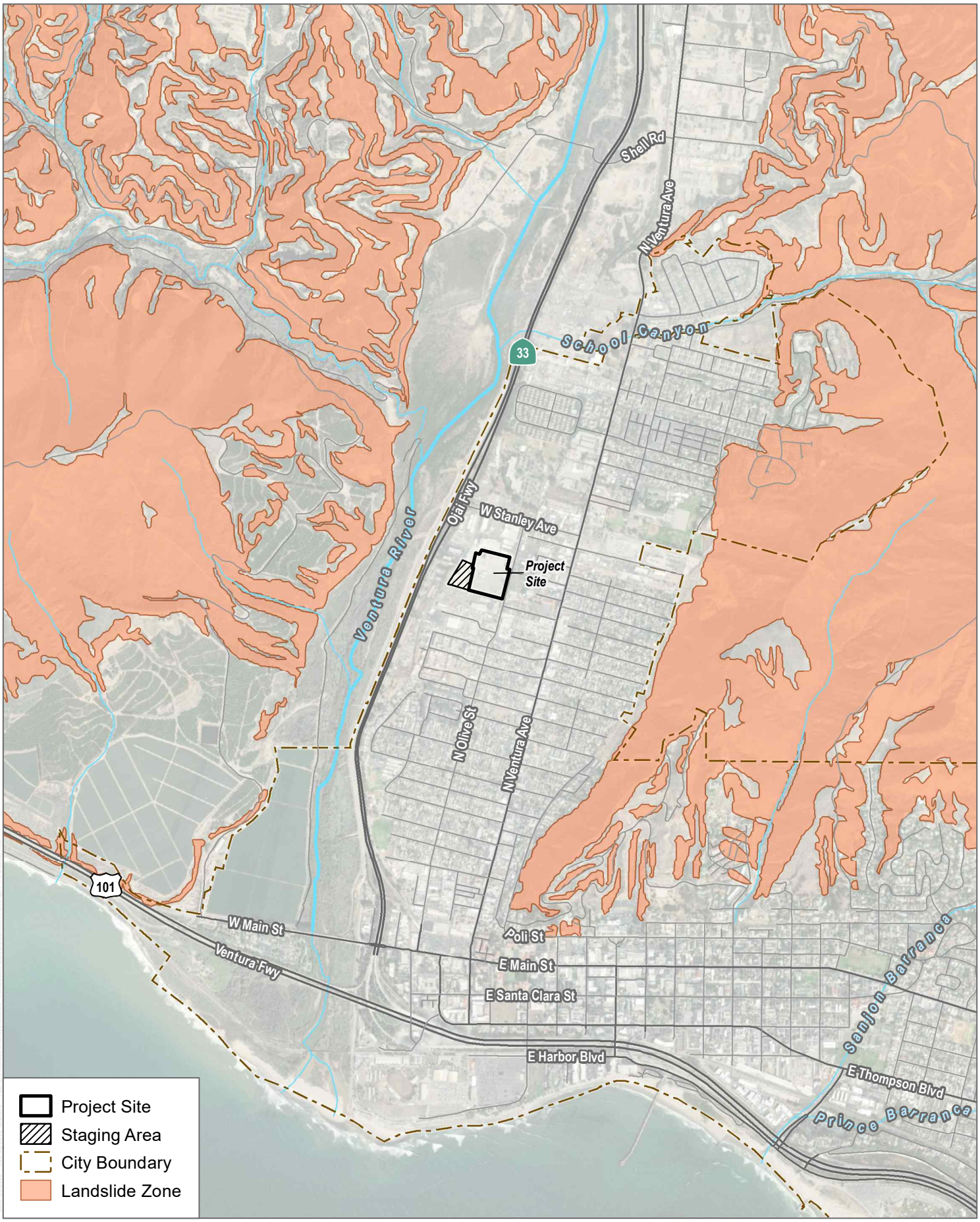

SOURCE: Esri and Digital Globe, Open Street Map, California Department of Conservation, California Geological Survey

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0 1,000 2,000 Feet

FIGURE 5.7-4

Landslide Hazards

Ventura Compressor Station Modernization Project

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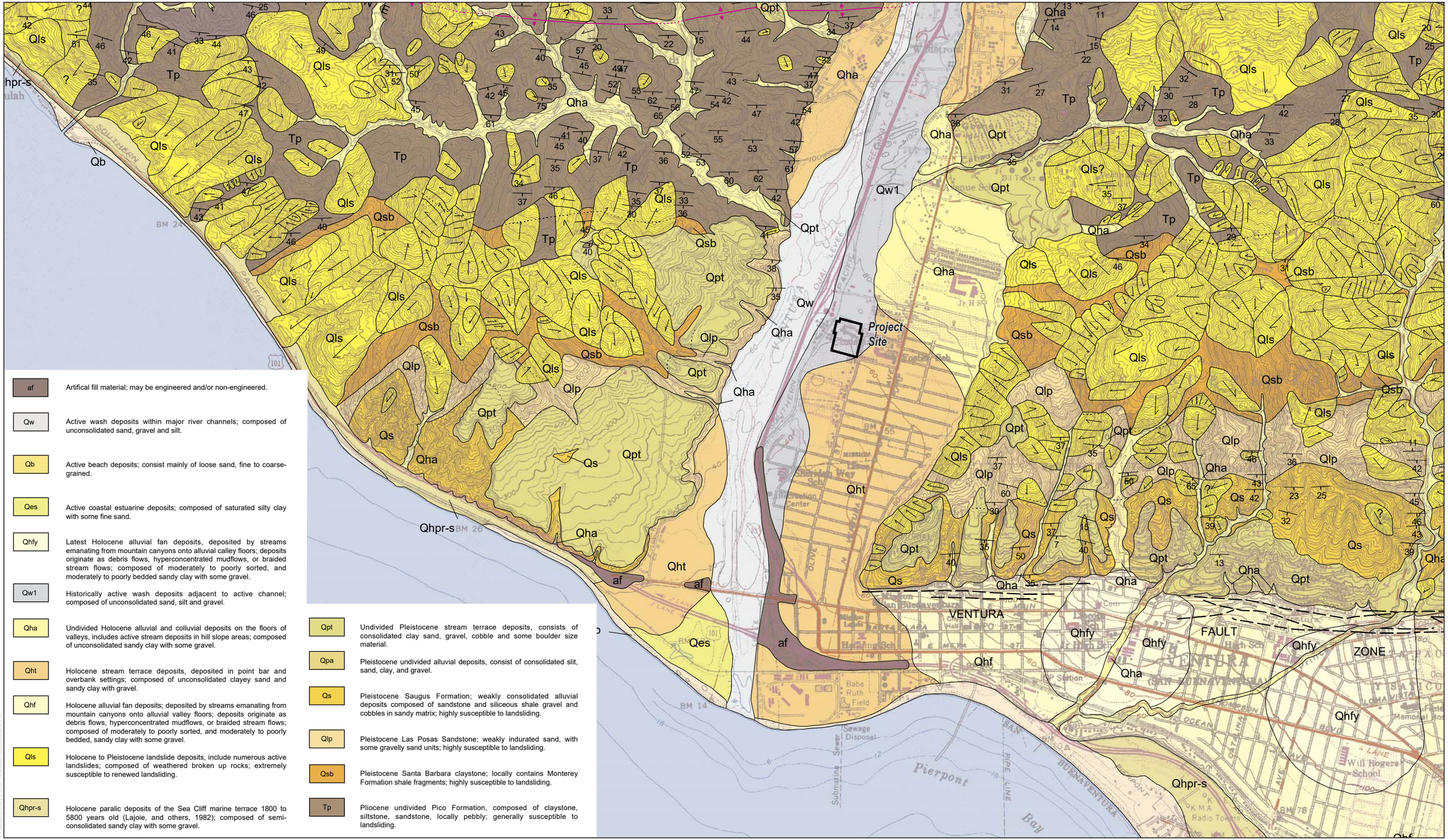

SOURCE: USGS Geologic Map of the Ventura 7.5' Quadrangle

0 1 2 3 Thousand Feet

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FIGURE 5.7-5

Site Geology

Ventura Compressor Station Modernization Project

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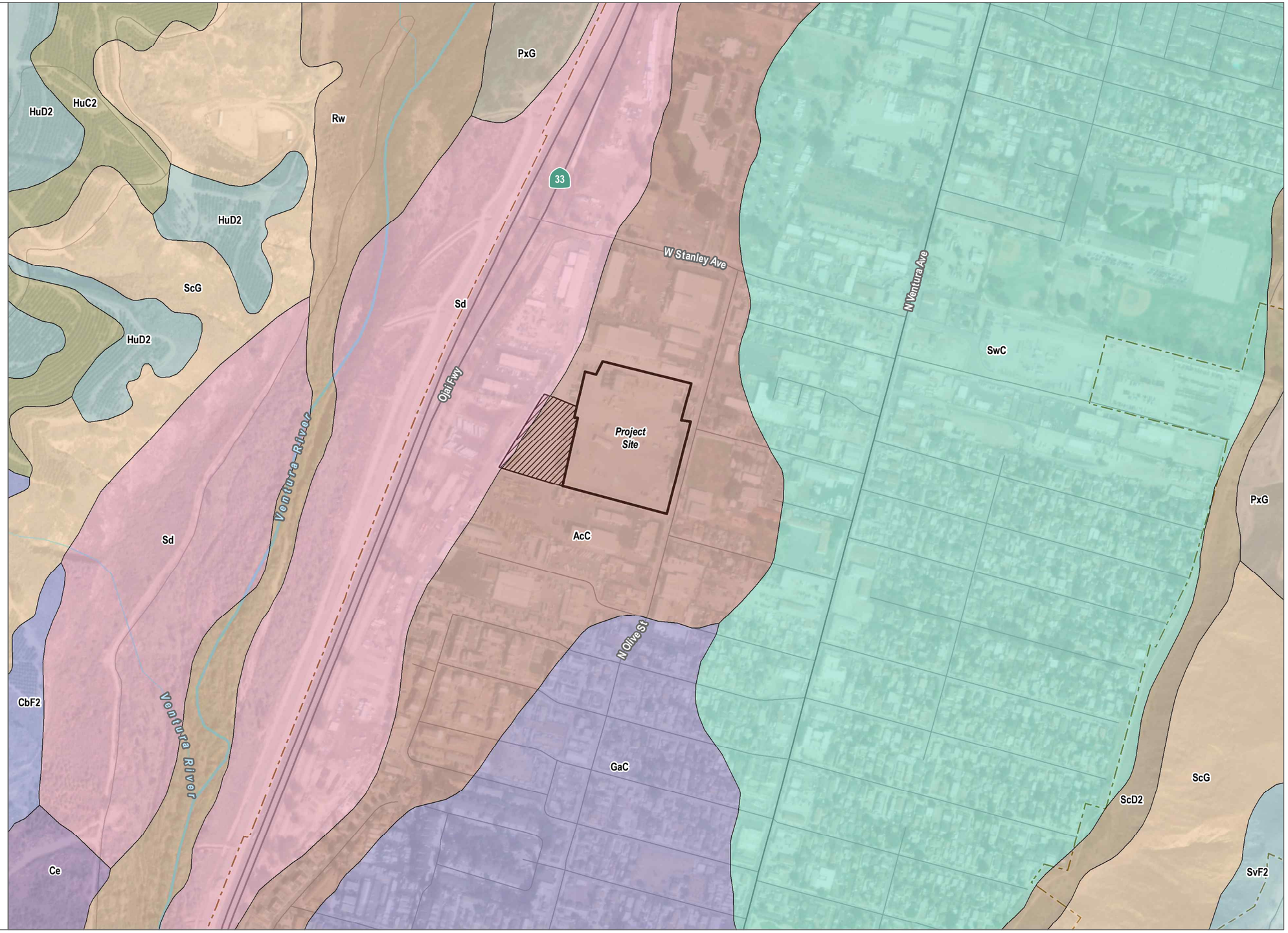
Project Site

Staging Area

Soil Type

- AcC - Anacapa sandy loam, 2 to 9 percent slopes
- CbF2 - Calleguas-Arnold complex, 30 to 50 percent slopes, erod ed
- Ce - Camarillo loam, sandy substratum
- GaC - Garretson loam, 2 to 9 percent slopes
- HuC2 - Huerhuero very fine sandy loam, 5 to 9 percent slopes, eroded
- HuD2 - Huerhuero very fine sandy loam, 9 to 15 percent slopes, eroded
- PxG - Pits and dumps
- Rw - Riverwash
- ScD2 - San Benito clay loam, 9 to 15 percent slopes, eroded
- ScG - San Benito clay loam, 50 to 75 percent slopes
- Sd - Sandy alluvial land
- SvF2 - Soper gravelly loam, 30 to 50 percent slopes, eroded
- SwC - Sorrento loam, 2 to 9 percent slopes



SOURCE: Esri and Digital Globe, Open Street Map, Natural Resources Conservation Service, United States Department of Agriculture

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0 250 500 Feet

FIGURE 5.7-6

Soils Map

Ventura Compressor Station Modernization Project

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5.8 Greenhouse Gas Emissions

This section describes existing conditions and potential impacts related to greenhouse gas (GHG) emissions as a result of construction, operation, and maintenance of the proposed Ventura Compressor Station Modernization Project (Project). Information contained in this section is based on a technical study prepared for the Project that is provided as follows:

- Appendix B, Ventura Compressor Station Modernization Project Air Quality and Greenhouse Gas Emissions Technical Report (Air Quality and GHG Technical Report), prepared by Yorke Engineering, LLC

Other sources consulted are listed in Chapter 9, References of this Proponent's Environmental Analysis (PEA).

5.8.1 Environmental Setting

The 8.42-acre Project Site is located at 1555 North Olive Street (Assessor's Parcel Number 068-0-142-030) in the City of Ventura, slightly west of State Route 33. The approximately 2.53-acre temporary construction staging area (Staging Area) is adjacent to the west of the Project Site. Where combined, the Project Site and the Staging Area are referred to as the Development Area.

GHG emissions from existing infrastructure that will be replaced by the Project includes three existing natural gas compressors and emergency generator. The replacement infrastructure includes two new natural gas compressors, two electric compressors, and a standby generator. Additional worker commuting vehicles and additional grid electricity usage is expected as a result of the Project.

Existing compressor leaks are summarized in the California Air Resources Board (CARB) Oil and Gas reports from 2021–2022. Based on CARB's Oil and Gas reports, Ventura Compressor Station recorded 24 leaks from components in fugitive service in 2021 and 17 in 2022. The existing compressor-vented emissions and emissions associated with leaks from components in fugitive service are summarized in Senate Bill (SB) 1371 reports that are submitted to the California Public Utilities Commission (CPUC) and CARB annually. For baseline years 2021 and 2022, 398 thousand standard cubic feet (Mscf) and 803 Mscf of emissions were reported, respectively, for Ventura Compressor Station. In 2021, 88% was associated with compressor-vented emissions and 12% was associated with fugitive components. In 2022, 91% was associated with compressor-vented emissions and 9% was associated with fugitive components.

The Ventura Compressor Station's on-site natural gas is limited to the volume stored in the on-site pipelines. In the event of an abnormal condition resulting in the accidental release of natural gas, the volume of natural gas released would be limited to the volume stored in the pipelines at that time.

5.8.1.1 Greenhouse Gases and Global Warming Potential

GHGs refer to gases that trap heat in the atmosphere, causing the greenhouse effect. GHGs include, but are not limited to, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (SF_6). Atmospheric concentrations of the two most important directly emitted, long-lived GHGs, CO_2 and CH_4, are currently well above the historic range of atmospheric concentrations. According to the Intergovernmental Panel on Climate Change in a recent (March 2023) report, increased atmospheric levels of CO_2 of 410 parts per million by volume (ppmv) in 2019 were higher than at any time in at least two million years, and

concentrations of CH_4 (1.866 ppmv) and N_2O (0.332 ppmv) were higher than at any time in at least 800,000 years. The likely range of total anthropogenic global surface temperature increase from 1850–1900 to 2010–2019 is 0.8°C to 1.3°C (1.4°F to 2.3°F), with a best estimate of 1.07°C (1.93°F). Over this period, it is likely that well-mixed GHGs contributed a warming of 1.0°C to 2.0°C (1.8°F to 3.6°F), and other anthropogenic drivers (principally aerosols) contributed a cooling of 0.0°C to 0.8°C (0.0°F to 1.4°F), natural (solar and volcanic) drivers changed global surface temperature by −0.1°C to +0.1°C (−0.2°F to +0.2°F), and internal variability changed it by −0.2°C to +0.2°C (−0.4°F to +0.4°F) (IPCC 2022).

Global warming potential (GWP) estimates how much a given mass of GHG contributes to climate change. The term enables comparison of the warming effects of different gases. GWP uses a relative scale that compares the warming effect of the gas relative to CO_2 (i.e., potency). The CO_2 equivalent (CO_2e) is a measure used to compare the effect of emissions of various GHGs based on their GWP, when projected over a specified time period (generally, 100 years). CO_2e is commonly expressed as metric tons (MT) of CO_2 equivalents (MT CO_2e). The CO_2e for a gas is obtained by multiplying the mass of the gas (in metric tons) by its GWP.

5.8.1.2 Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2022 Intergovernmental Panel on Climate Change Sixth Assessment Report (AR6) indicates that global surface temperature has increased faster since 1970 than in any other 50-year period over at least the last 2,000 years. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2022). In California, climate change impacts have the potential to affect sea level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply.

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. The California Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Changes in the state's climate have been observed including an increase in annual average air temperature with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of statewide precipitation (OEHHA 2018).

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers, and snowpack—upon which the state depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the state's annual water supply. Impacts of climate on physical systems have been observed such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural

ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has been increasing.

The California Natural Resources Agency has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the acceleration of warming across the state, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. To address local and regional governmental needs for information to support action in their communities, the California Natural Resources Agency's Fourth Assessment (2018) includes reports for nine regions of the state, including the Los Angeles region which includes Ventura County, where the Development Area is located. Key projected climate changes for Ventura County as part of the Los Angeles region include the following (CNRA 2018a):

- Continued future warming over the Los Angeles region. Across the region, average maximum temperatures are projected to increase around 4°F to 5°F by the mid-century, and 5°F to 8°F by the late twenty-first century.
- Extreme temperatures are also expected to increase. The hottest day of the year may be up to 10°F warmer for many locations across the Los Angeles region by the late twenty-first century under certain model scenarios. The number of extremely hot days is also expected to increase across the region.
- Despite small changes in average precipitation, dry and wet extremes are both expected to increase. By the late twenty-first century, the wettest day of the year is expected to increase across most of the Los Angeles region, with some locations experiencing 25% to 30% increases under certain model scenarios. Increased frequency and severity of atmospheric river events are also projected to occur for this region.
- Sea levels are projected to continue to rise in the future, but there is a broad range based on emissions scenario and uncertainty in feedbacks in the climate system. Roughly 1 foot to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8 feet to 10 feet of sea level rise by the end of the century.
- Projections indicate that wildfire may increase over Southern California, but there remains uncertainty in quantifying future changes of burned area over the Los Angeles region.

5.8.2 Regulatory Setting

5.8.2.1 Federal

Mandatory Reporting of Greenhouse Gases: The U.S. Environmental Protection Agency (EPA) promulgated this rule in 2009 to require mandatory reporting of GHGs from large GHG emissions sources within 31 source categories in the United States. In general, the minimum threshold for reporting is 25,000 MT CO_2e per year. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial greenhouse gases along with vehicle and engine manufacturers report at the corporate level. Facilities and suppliers began collecting data on January 1, 2010. GHG data are accessible to the public through EPA's GHG Reporting Program. SoCalGas complies with the federal mandatory reporting requirements per 40 CFR 98, Subparts C and W, for affected facilities. Currently the Ventura Compressor Station is not subject to mandatory reporting for EPA because its GHG emissions are below the reporting threshold.

SoCalGas is a founding member of the EPA Gas STAR Program and has also historically reported methane reduction activities under the California Climate Action Registry (CCAR) voluntary reporting program. Reporting to this program

allowed SoCalGas to identify and implement "Best Practices" derived from Partner Reported Opportunities (PROs) established among program participants. SoCalGas also voluntarily reports entity wide GHG emissions to The Climate Registry. A non-profit organization established in 2007, The Climate Registry was formed to continue the work of the CCAR. CCAR was developed by the State of California in 2001, to promote businesses' early actions to manage and reduce their GHG emissions. The Climate Registry expanded CCAR's emissions reporting work to include all North America. SoCalGas started reporting to The Climate Registry in 2009 after previously submitting voluntary reports via CCAR. Voluntary reporting to The Climate Registry captures GHG emissions from all company operations that emit GHGs. This reporting includes stationary and mobile combustion sources, fugitive, process, and indirect emissions sources independent of any emissions thresholds.

5.8.2.2 State

California climate change regulations most applicable to the Project are summarized below.

Executive Orders

Executive Order S-3-05: This Executive Order was signed by Governor Schwarzenegger in June 2005 and established GHG emission reduction targets requiring that by 2010, emissions of GHGs shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80% of 1990 levels.

Executive Order B-30-15: This Executive Order was signed by Governor Brown in April 2015 and established a GHG reduction target of 40% below 1990 levels by 2030. The order also directed state agencies with jurisdiction of GHG emission sources to implement measures to achieve the interim 2030 goal, as well as the existing 2050 goal established by Executive Order S-3-05.

Executive Order B-55-18: This Executive Order was signed by Governor Brown in September 2018 and established a statewide goal to achieve carbon neutrality as soon as possible and no later than 2045.

Legislative Bills

Assembly Bill 32: The California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) requires CARB to adopt regulations to evaluate statewide GHG emissions, and then create a program and emission caps to limit statewide emissions to 1990 levels. The program is to be implemented in a manner that achieves emissions compliance by 2020. AB 32 did not directly amend the California Environmental Quality Act (CEQA) or other environmental laws, but it did acknowledge that GHG emissions cause significant adverse impacts to human health and the environment.

Senate Bill 97: Signed in August 2007, SB 97 acknowledged that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Senate Bill 32: This bill was signed in 2016 and established a GHG emissions reductions target of at least 40% below 1990 levels by 2030.

Assembly Bill 1279: AB 1279, the California Climate Crisis Act, declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85% below the 1990 levels.

Plans and Regulations

Scoping Plans: In June 2008, CARB developed a Draft Scoping Plan for Climate Change pursuant to AB 32. The Scoping Plan was approved on December 12, 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce dependence on oil, diversify energy sources, save energy, and enhance public health while creating new jobs and enhancing the growth in California's economy. The Climate Change Scoping Plan was updated in May 2014, and confirmed that California was on target for meeting the 2020 GHG emissions reduction goal. On December 14, 2017, CARB approved the 2017 Final Scoping Plan Update. The 2017 Plan Update outlined CARB's programs to achieve a 40% reduction in GHG emissions from 1990 levels by 2030, as required by the passage of SB 32 in 2017. In December 2022, CARB approved the 2022 Scoping Plan for Achieving Carbon Neutrality. The 2022 Scoping Plan outlines the state's plan to reduce anthropogenic emissions to 85 percent below 1990 levels by 2045 and achieve carbon neutrality by 2045 or earlier. The 2022 Scoping Plan also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the state's carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon (CARB 2022a).

Mandatory Reporting of Greenhouse Gas Emissions: CARB's Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Regulation) is provided in California Code of Regulations (CCR) Title 17, Sections 95100–95157, incorporated by reference certain requirements that EPA promulgated in its Final Rule on Mandatory Reporting of Greenhouse Gases (40 CFR, Section 98). Specifically, Section 95100(c) of the Mandatory Reporting Regulation incorporated those requirements that EPA promulgated in the Federal Register on October 30, 2009; July 12, 2010; September 22, 2010; October 28, 2010; November 30, 2010; December 17, 2010; and April 25, 2011. In general, entities subject to the Mandatory Reporting Regulation that emit over 10,000 MT CO_2e per year are required to report annual GHGs through the California Electronic GHG Reporting Tool (Cal e-GGRT). Certain sectors, such as refineries and cement plants, are required to report regardless of emission levels. Entities that emit more than the 25,000 MT CO_2e per year threshold are required to have their GHG emissions report verified by a CARB-accredited third party. The Project would not be expected to trigger these reporting thresholds; however, emissions from the Ventura Compressor Station are included as part of SoCalGas entity-wide voluntary reporting to The Climate Registry. Combustion, process, and fugitive emissions from the facility are captured in the annual reporting to The Climate Registry. Like emissions reports submitted under the AB 32 Mandatory Reporting Regulation Program, the emissions reports to The Climate Registry are subject to third-party verification. SoCalGas has received "positive" verifications of their GHG data under both the AB 32 and The Climate Registry reporting programs since their inception.

Additionally, pursuant to the SB 1371 (Leno, 2014), CPUC initiated Rulemaking (R.) 15-01-008 to adopt rules and procedures for commission-regulated pipeline facilities to minimize natural gas leaks to reduce hazards and to advance GHG reduction goals. Gas companies statewide filed their initial reports on leaks, leak management practices, and "best estimates" of gas losses on May 15, 2015.

CARB Oil & Gas Regulation: The Ventura Compressor Station is subject to the 17 CCR, Division 3, Chapter 1, Subchapter 10 Climate Change, Article 4, Sub Article 13: Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities. The purpose of this sub article of the CCR is to establish GHG emission standards for crude

oil and natural gas facilities. This sub article is designed to serve the purposes of the California Global Warming Solutions Act, AB 32, as codified in Sections 38500–38599 of the California Health and Safety Code.

The following requirements apply to reciprocating natural gas compressors at natural gas gathering and boosting stations unless the reciprocating natural gas compressor operates less than 200 hours per calendar year and the owner or operator maintains and makes available upon request by the CARB Executive Officer a record of the operating hours per calendar year:

- Components on driver engines and compressors must comply with the leak detection and repair requirements specified in section 95669, except for the rod packing component subject to section 95668(c)(4)(B); and
- The compressor rod packing or seal emission flow rate through the rod packing or seal vent shall be measured annually by direct measurement while the compressor is running at normal operating temperature; and
- Compressor vent used to vent rod packing or seal emissions must be controlled with the use of a vapor collection system as specified in section 95671; or
- A compressor with a rod packing or seal with a measured emission flow rate greater than 2 standard cubic feet per minute (scfm), or a combined rod packing or seal emission flow rate greater than the number of compression cylinders multiplied by 2 scfm, must be repaired within 30 calendar days from the date of the measurement;
    - A delay of repair may be granted by the CARB Executive Officer if the owner or operator can provide proof that the parts or equipment required to make necessary repairs have been ordered.

The existing compressor station is in compliance with these requirements and the Project would continue to comply.

5.8.2.3 Regional

Southern California Association of Governments

The Metropolitan Planning Organization for the South Coast region is the Southern California Association of Governments (SCAG), a Joint Powers Authority under state law, established in 1965. The SCAG region encompasses Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. In April 2016, as required under the Sustainable Communities and Climate Protection Act of 2008 (SB 375), SCAG adopted its 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life (SCAG 2016). The 2016–2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) defines the goals of the long-range plan, identifies key transportation investments to address the growing population in the region, and identifies strategies to reduce traffic congestion, criteria pollutant, and GHG emissions.

5.8.2.4 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.8.1, Environmental Setting, the Development Area is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational

purposes and to assist with environmental review. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

City of Ventura General Plan

The City of Ventura's General Plan, adopted in 2005, provides goals, policies, and actions developed to guide future development in the City through the 2025 planning horizon. The City is in the process of updating their General Plan, which initiated in summer–fall 2020 and is anticipated to conclude in 2023. Because the updated General Plan is not finalized, the 2005 General Plan remains in effect. The 2005 Ventura General Plan contains Chapter 7, Our Healthy and Safe Community, which addresses public health, natural hazards, emergency response, public safety, noise, and hazardous materials; however, there are no specific climate change specific topics, goals, or policies contained in Chapter 7 (City of Ventura 2005).

City of Ventura Climate Action and Resilience Plan

The City of Ventura is developing the Climate Action and Resilience Plan (CARP), and a public review draft of the CARP was released in October 2022 (City of Ventura 2022). The CARP is intended to provide a roadmap to prepare the community for the potential impacts of climate change and establish a municipal vision for climate action. This plan includes improving energy efficiency, water conservation, reducing pollution, lowering GHG emissions, and adapting to a changing climate. It is a short-range (5- to 10-year) implementation plan that outlines the strategies, policies, and programs that the City and community need to implement to reduce GHG emissions consistent with State goals, and to build resilience to the impacts of climate change. The draft CARP also addresses SB 32 requirements for reducing GHG emissions by 40% below 1990 levels by 2030. It builds on the City's existing climate change work from the General Plan, Active Transportation Plan, and Hazard Mitigation Plan. The CARP is a strategic planning document that serves two distinct functions. First, it acts as the City's GHG reduction program by inventorying current emissions, estimating future emissions, and establishing and assessing the effectiveness of GHG reduction measures with respect to state targets. Second, it defines climate adaptation measures consistent with the County Multi-Jurisdictional Hazard Mitigation Plan, describes climate change effects, identifies potential vulnerabilities from climate hazards, and defines specific policies and actions for the City to implement to address those vulnerabilities.

In conjunction to the CARP, the City of Ventura was in the process of developing an Energy Action Plan (EAP) (City of Ventura 2019) in partnership with the Ventura County Regional Energy Alliance and the Community Environmental Council when the CARP process initiated. The EAP was expected to focus on planning for GHG emissions reductions associated with the generation and consumption of energy, including electricity and natural gas, and the related analysis, policies, and implementation actions. The topics initially developed for the EAP have been integrated into the CARP (City of Ventura 2022), and EAP development has been suspended. Thus, the CARP has superseded the EAP for the City.

5.8.3 Impact Questions

The Project's potential impacts related to GHG emissions were evaluated using the impact questions set forth in Appendix G of the CEQA Guidelines. There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to GHG emissions (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.8-1 and discussed in more detail in Section 5.8.4, Impact Analysis.

Table 5.8-1. Checklist for Greenhouse Gas Emissions

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS – Would the project:					
5.8a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
5.8b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

5.8.4 Impact Analysis

Methodology and Assumptions

For a detailed discussion of GHG emissions calculation methodologies and assumptions for the determination of impacts, refer to Appendix B, the Air Quality and GHG Technical Report.

5.8a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-Than-Significant Impact. Section 2.1.1, Purpose and Need, of this PEA provides a detailed discussion of natural gas transmission in the North Coastal System (Ventura, Santa Barbara, and portions of San Luis Obispo Counties), including the supply and demand of natural gas and how the Project is necessary to meet the requirements. Use of the electric compressors would require electricity, which would be obtained from the electrical grid. The electrical grid obtains electrical energy from power plants and renewable energy sources, where the portion of renewable energy is mandated to increase in the future. To maximize the air quality and GHG emissions benefits of the electric compressors, SoCalGas will prioritize the operation of the electric units on a "first-on and last-off basis," meaning that the electric compressors will be operated preferentially. Even if the electric compressors were offline, the natural gas compressors could continue to operate and would be available to move gas up the Central Coast and into the La Goleta Storage Field. As the overall energy delivery system in California continues to change due to the dispatching of renewable resources and electrification of buildings and vehicles, the ability of the compressor station to operate under variable conditions is critical. See Section 2.1.1, Project Background, for additional information on the gas system and the need for the Project.

The Ventura County Air Pollution Control District (VCAPCD) has not adopted a mass emissions threshold for GHGs. Other air districts, such as the SCAQMD and several other air districts, have adopted a threshold of 10,000 MT of CO_2e per year as the significance criteria for industrial facilities (SCAQMD 2023), which the VCAPCD has accepted in adopted and/or certified CEQA documents.

Using anticipated projected operating assumptions, GHG emissions were calculated for both construction and operation of the Project. The aggregated net GHG emissions (Project emissions minus existing baseline emissions) show that the net GHG emissions for the Project are below the significance threshold of 10,000 MT of CO_2e per year and therefore would have a less-than-significant impact. Calculation of the GHG emissions is discussed below and additional information is provided in the Air Quality and GHG Technical Report in Appendix B.

GHG Emissions from Project Construction and Demolition

During construction and demolition activities, GHGs—primarily CO_2, CH_4, and N_2O, collectively reported as CO_2e—are directly emitted from mobile sources such as on-road vehicles and off-road construction equipment. Direct on-site and off-site GHG emissions were estimated for the Project construction and demolition activities using California Emissions Estimator Model (CalEEMod) Version 2022.1. CalEEMod also includes a calculation of GHG emissions related to refrigerants and ozone (O_3) depleting substances (R/ODS), mainly from heating, ventilation, and air-conditioning (HVAC) units in office buildings and vehicles.

Table 5.8-2 shows a breakdown of estimated Project construction GHG emissions over the roughly 25-month main construction period (2029–2031) and the estimated 3-month demolition period (2032) which will occur approximately a year after the new equipment starts operation. Table 5.8-2 also aggregates the CO_2e emissions for all construction phases and determines the 30-year amortization amount to be included with the operational GHG netting analysis. The maximum annual GHG emissions from construction is 2,731 MT CO_2e in 2030. Together, construction and demolition emissions amortized over 30 years are 198 MT CO_2e per year (see Appendix B for additional information on the construction and demolition assumptions).

Table 5.8-2. Construction and Demolition GHG Emissions by Year (2029–2032)

Greenhouse Gas	Construction			Demolition	Total (MT)	30-Year (MT/year)
	2029 (MT)	2030 (MT)	2031 (MT)	2032 (MT)		
CO_2	2,549	2,677	580	4	—	—
CH_4	0.06	0.08	0.02	0	—	—
N_2O	0.25	0.17	0.01	0	—	—
R/ODS	1.25	0.84	0.04	0	—	—
CO_2e	2,625	2,731	583	4	**5,943**	**198**

Notes: GHG = greenhouse gas; MT = metric tons; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R/ODS = refrigerants and ozone-depleting substances; CO_2e = carbon dioxide equivalent.
This analysis assumes that construction will start in May 2029, and although it now appears that it will start a few months later, the earlier start is conservative (i.e., higher emissions, since older vehicles have higher emissions).

GHG Emissions from Project Operation

The net change in GHG emissions for the Project was calculated by determining the average annual historic actual emissions of GHGs during the baseline period of 2021 and 2022 from the existing equipment to be replaced (three compressor engines and an emergency generator), as shown in Table 5.8-3, including operator (worker) commuting and indirect GHGs emitted from facility-wide electric power usage. The projected annual actual direct GHG emissions of the replacement combustion units (two new natural gas compressors and a new natural gas standby generator) are shown in Table 5.8-4, along with worker commuting and indirect GHGs for the electric compressors and other facility-wide electric power usage.

Table 5.8-5 provides a comparison of the aggregated net GHG emissions for the Project to the significance threshold. Additional details on these emission calculations are provided below as well in Appendix B, the Air Quality and GHG Technical Report.

Actual GHG emissions were used for the baseline based on actual historical operations of existing equipment.[1] Baseline emissions for the three existing 1,100 horsepower (HP) natural gas compressors and the diesel emergency generator were based on the average of their respective 2021 and 2022 fuel usages. Baseline facility-wide electric power usage was based on 2021 and 2022 electricity purchased for the Ventura Compressor Station Site.

The projected emissions for the new equipment were estimated by SoCalGas based on anticipated operations on a yearly basis. As discussed at the beginning of this Section (5.8.4), the Ventura Compressor Station transmits natural gas for use by customers and for injecting into the La Goleta Storage Field. As noted in Section 3.1, Project Overview, of this PEA, the size of the electric compressors has not yet been selected. Upon completion of engineering related to the electric compressors, the horsepower utilized may be lower than, but will not be higher than the 2,500 nominal HP (estimated HP) reviewed in this PEA. As described in Section 5.6, Energy, it was decided to analyze two scenarios for energy impacts, where Case 1 is based on two 2,500 nominal HP electric compressors and Case 2 is based on two 2,000 nominal HP electric compressors, both cases along with the two 1,900 HP natural gas compressors. Based on available information, the horsepower of the electric compressors will most likely fall between these two parameters.

Table 5.8-3. Ventura Compressor Station Baseline GHG Emissions (Metric Tons/Year)

Greenhouse Gases	Three Existing Natural Gas Compressors[a]	Existing Emergency Generator[a]	Worker Vehicles[b]	Indirect Electric Power[c]	Total Baseline Emissions
CO_2	4,845	0.6	50.5	92.0	4,988
CH_4	0.09	0.00003	0.0004	0.012	0.103
N_2O	0.01	0.00001	0.0008	0.001	0.011
CO_2e	**4,850**	**1**	**51**	**93**	**4,994**

Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.

[a] Baseline GHG emissions based on historic actual emissions for 2021–2022 for gas compressors and diesel fuel use for the emergency generator.

[b] Emissions based on 3 workers commuting from Bakersfield in separate vehicles (246 miles round trip each).

[c] Indirect emissions based on electric power for station utilities and auxiliaries during 2021 and 2022.

Table 5.8-4. Projected Annual Project GHG Emissions (Metric Tons/Year)

Greenhouse Gases	Two New Natural Gas Compressors[a,b]		New Standby Generator	Worker Vehicles[c]	Indirect Electric Power [b,d]		Total Project GHG Emissions	
	Case 1	Case 2			Case 1	Case 2	Case 1	Case 2
CO_2	1,723.0	3071.1	79.3	67.4	2526.3	2208.7	4346.2	5376.8
CH_4	0.0325	0.0579	0.0015	0.0006	0.32	0.28	0.35	0.34
N_2O	0.0032	0.0058	0.0001	0.0011	0.04	0.03	0.04	0.04

[1] This methodology is consistent with case law that determined that CEQA requires a GHG analysis to compare "existing physical conditions without the [Project] and the conditions expected to be produced by the project," *Communities for a Better Environment v. South Coast AQMD* (2010) 48 Cal.4th 310, 328 ("[A]n agency enjoys the discretion to decide, in the first instance, exactly how the existing physical conditions without the project can most realistically be measured").

Table 5.8-4. Projected Annual Project GHG Emissions (Metric Tons/Year)

Greenhouse Gases	Two New Natural Gas Compressors[a,b]		New Standby Generator	Worker Vehicles[c]	Indirect Electric Power [b,d]		Total Project GHG Emissions	
	Case 1	Case 2			Case 1	Case 2	Case 1	Case 2
CO_2e	1,725	3,074	79	68	2,546	2,226	4,368	5,397

Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.

[a] GHG emissions are based on a conservative projected usage of the gas compressors based on historic flow rates and accounting for a drop in the local production rate. It is assumed that the trend of the monthly demand for the new plant will continue to remain the same as the existing plant (lower demand in winter and higher demand in summer).

[b] Case 1 is two 2,500 nominal HP electric compressors, which would require lower natural gas use and higher electricity use for the station. Case 2 is two 2,000 nominal HP electric compressors, which would require higher natural gas use and lower electricity use for the station.

[c] Worker vehicle emissions based on four workers (one more than the baseline) commuting from within Ventura County in separate vehicles (64 miles round trip each).

[d] Indirect emissions based on electric power for projected use of new electric compressors as well as station utilities and auxiliaries. The analysis is based on the electric compressors turned on first and turned off last from an operational standpoint.

Stationary source direct GHG emissions for the Project were estimated based on the projected annual usage for the two new 1,900 HP natural gas compressors and the new 840 HP natural gas standby generator. Indirect GHG emissions were estimated based on the projected annual electric power usage of the two new electric compressors, for both cases, and the ancillary electrical needs of the facility.

The analysis assumes the gas inventory level at La Goleta Storage field is zero on the first day (April 1) of the summer/injection operating season. One of the objectives of the Project is to meet the system operational requirements by providing sufficient gas supply to the North Coastal System at adequate pressures year-round to reliably serve demand in the North Coastal System and replenish the La Goleta Storage Field by filling it to its maximum inventory capacity of 21.5 billion cubic feet (Bcf) in preparation for the winter operating season. This scenario operates on the basis that the new compressor station will operate at full capacity, injecting gas into the storage field while simultaneously supporting local demand every day in the summer operating season until the La Goleta Storage Field has been filled to capacity. At that point, the proposed compressor station would lower the throughput to support the local demand.

The Project anticipates installing two 2,500 nominal HP electric compressors; however, it is possible that two smaller electric compressors would be installed at the Project Site (i.e., 2,000 nominal HP). Table 5.8-4 provides the comparison of annual GHG emissions using 2,500 nominal HP electric compressors and 2,000 nominal HP electric compressors.

GHG emissions can also occur from venting of natural gas to the blowdown stack during maintenance activities. These activities occur infrequently and typically consist of venting the residual amount of gas in a length of pipe from the equipment that is being serviced to the blowdown stack. To comply with the CARB Oil and Gas Regulation, SoCalGas has a robust leak detection and repair (LDAR) process at the Ventura Compressor Station to minimize natural gas leaks from the components in fugitive service, such as valves and flanges.

A vapor capture and recovery system will be implemented at the Project Site that will prevent 85%–100% of the natural gas from being released to the atmosphere during venting. The installation of brand-new fugitive components coupled with the robust LDAR process is anticipated to result in fewer natural gas leaks and associated GHG emissions as compared to baseline conditions. “Fewer natural gas leaks” refers

to the anticipated lower percentage of components in fugitive service found leaking during the CARB Oil and Gas Methane Regulation LDAR surveys or other LDAR inspections. This expectation is based on the fact that new components will be installed as part of the Project and new components are less prone to leaks than older components.

GHG emissions from the on-road vehicles used by Ventura Compressor Station employees during operations were estimated using EMFAC2021 Version 1.0.2 (CARB 2022b). Because EMFAC2021 outputs the GHGs as CO_2, CH_4, and N_2O, Intergovernmental Panel on Climate Change GWPs were used to determine CO_2e from these mobile sources (CARB 2018). The operational vehicle miles traveled analysis assumes three employees during the baseline and one additional worker for the Project commuting daily. For the GHG analysis, a conservative commute distance assumed the operations workers might travel 32 miles each way/64 miles round trip in separate light-duty vehicles for commuting to the Project Site from communities within Ventura County.

As shown in Table 5.8-4, Case 1 would have slightly lower natural gas use and higher electricity use than Case 2 because it includes the two larger 2,500 nominal HP electric compressors. Case 2 would have slightly higher natural gas use and lower electricity use than Case 1 since it includes two smaller 2,000 nominal HP electric compressors. Because GHG emissions are higher from natural gas use than from indirect electricity use, Case 2 would have slightly higher GHG emissions.

Determination of GHG Emissions Significance

Table 5.8-5 provides a comparison of the aggregated net GHG emissions for the Project to the significance threshold. The net GHG emissions reflect the direct and indirect GHG emissions from the Project (Table 5.8-4) plus the amortized GHG construction emissions (Table 5.8-2) minus the baseline GHG emissions (Table 5.8-3).

As shown in Table 5.8-5, the aggregated GHG net emissions show a small decrease in GHG emissions associated with the Case 1 Project and a small increase for the Case 2 Project compared to the baseline. This result shows that the GHG emissions associated with the projected future operation of the Project would be similar to those associated with the operation of the existing Ventura Compressor Station. Further, the slightly larger electric compressors assumed in Case 1 would lead to a reduction in GHG emissions. In both cases, the net decrease or increase in emissions is below the CO_2e significance threshold of 10,000 MT/year; therefore, the Project would have a less-than-significant impact.

Table 5.8-5. Project GHG Emissions Significance Evaluation

Item	Annual CO_2e Net Emissions (MT/year)	
	Case 1	Case 2
Total Direct Project Net Emissions (Project − Baseline)	(3,042)	(1,693)
Total Indirect Project Net Emissions (Project − Baseline)	2,453	2,133
Amortized Construction Emissions (30 years)	198	198
Total Operation Net Emissions + Construction	(391)	639
Significance Threshold	**10,000**	**10,000**

Table 5.8-5. Project GHG Emissions Significance Evaluation

Item	Annual CO_2e Net Emissions (MT/year)	
	Case 1	Case 2
Total Project Net Emissions Significant?	No	No
Mitigation Required	None	None

Notes: GHG = greenhouse gas; CO_2e = carbon dioxide equivalent, MT = metric tons.

5.8b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-Than-Significant Impact. The Project is anticipated to result in a less-than-significant increase of GHG emissions and is therefore not expected to conflict with any applicable plans, policies, or regulations for the purposes of reducing emissions of GHGs.

The California State Legislature passed AB 32 to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the state has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. CARB is required to develop the Scoping Plan, which provides the framework for actions to achieve the state's GHG emission targets. While the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations,[2] it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it would meet the applicable Scoping Plan policies and would not impede attainment of the goals therein.

For the Project, the relevant GHG emissions reduction targets include those established by SB 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030, and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires the state to achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter. CARB's 2017 Climate Change Scoping Plan Update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017), and the most recent 2022 Scoping Plan for Achieving Carbon Neutrality outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress toward the 2030 SB 32 target (CARB 2022a). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2017 and 2022 Scoping Plan updates that outline the strategy to achieve those targets are the most applicable to the Project.

The 2017 Scoping Plan included measures to promote renewable energy and energy efficiency (including the mandates of SB 350), increase stringency of the Low Carbon Fuel Standard (LCFS), measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increase stringency of SB 375 targets. The 2022 Scoping Plan builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential; providing communities with sustainable options for walking, biking, and public transit;

[2] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

and displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022a). The 2045 carbon neutrality goal required CARB to expand proposed actions in the 2022 Scoping Plan to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions.

Many of the measures and programs included in the Scoping Plan would result in the reduction of Project-related GHG emissions with no action required at the project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (LCFS), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy). Given that the Project would generate minimum new long-term operational vehicle trips (one additional routine worker) and associated mobile source GHG emissions, the Project would also not conflict with the Scoping Plan's goal of reducing GHG emissions through reductions in vehicle miles traveled statewide. The Project would not conflict with the state's GHG reduction and carbon neutrality goals by modernizing the existing Ventura Compressor Station's compression equipment and operating the proposed new electric compressors with a "first-on/last-off" protocol, which under anticipated conditions (Case 1) would result in a reduction in GHG emissions compared to baseline conditions. The hybrid design at the facility could support achieving carbon neutrality goals because it would help to bridge the transition to more renewable energy sources as they come online in future years. Although the 2022 Scoping Plan calls for the eventual phasing out of the use of fossil fuels (such as natural gas) for the heating of homes and buildings, SoCalGas has a statutory obligation to provide safe and reliable gas service to all customers within its service area. As explained in Section 2.1.1, Project Background, even if demand for natural gas declines in the future, modernization of the station is needed for SoCalGas to meet its obligation. The Project would help maintain reliability of the existing energy infrastructure, thus supporting the phased transition to renewable energy sources as they become available.

Overall, the Project would comply with regulations adopted in the furtherance of the Scoping Plan to the extent applicable and required by law. The Project would not conflict with CARB's 2017 or 2022 Scoping Plan updates or with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals. Specific Project elements could support GHG reduction efforts through modernization, including installation of electric compressors, which under anticipated conditions (e.g., Case 1) would reduce GHG emissions compared to baseline operations.

At the regional level, the SCAG's 2016–2040 RTP/SCS includes 13 major initiatives for the 24-year timeframe, where Initiative no. 12 aims at improving air quality and reducing GHG emissions (SCAG 2016). Because the Project would minimize GHG emissions through the use of increased electrification, the Project is compatible with the 2016–2040 RTP/SCS.

At the local level, the Project is consistent with the draft CARP (City of Ventura 2022) because it minimizes GHG emissions through the anticipated first-on/last-off operation of the new electric compressors in combination with reduced reliance on natural gas compressors.

The Project would not conflict with state or local plans or regulations regarding GHG emissions; therefore, impacts would be less than significant.

5.8.5 Mitigation Measures

No mitigation is required because the Project would have less-than-significant impacts.

5.8.6 Level of Significance Summary

The Project would have less-than-significant impacts related to generation of GHG emissions, either directly or indirectly, because it is anticipated to decrease GHG emissions.

The Project would have less-than-significant impacts related to conflicts with or obstruction of implementation of the applicable climate plans, both at the state and local levels.

5.8.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would incorporate the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

5.8.7.1 CPUC Recommended Environmental Measures

CPUC-GHG-1 Greenhouse Gas Emissions Reduction during Construction. The following measures shall be implemented to minimize greenhouse gas emissions from all construction sites:

- If suitable park-and-ride facilities are available in the Project vicinity, construction workers shall be encouraged to carpool to the job site.
- The Applicant shall develop a carpool program to the job site.
- On-road and off-road vehicle tire pressures shall be maintained to manufacturer specifications. Tires shall be checked and re-inflated at regular intervals.
- Demolition debris shall be recycled for reuse to the extent feasible.
- The contractor shall use line power instead of diesel generators at all construction sites where line power is available.
- The contractor shall maintain construction equipment per manufacturing specifications.

5.8.7.2 Project Best Management Practices

No best management practices for GHG emissions reductions are proposed.

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5.9 Hazards, Hazardous Materials, and Public Safety

This section describes existing conditions and potential impacts related to hazards, hazardous materials, and public safety as a result of construction, operation, and maintenance of the proposed Ventura Compressor Station Modernization Project (Project). Information contained in this section is based on a review of the list of hazardous waste and substances sites (Cortese List) in accordance with California Government Code Section 65962.5, as well as the following:

- Appendix K-1, Hazardous Materials Business Plan – Ventura Compressor Station, prepared by SoCalGas in February 2022
- Appendix K-2, Integrated Storm Water and Oil Spill Prevention, Control, and Countermeasure Plan, reviewed by AECOM June 2022
- Appendix F, Phase I Environmental Site Assessment (ESA) – Ventura Compressor Station, prepared by NOREAS Environmental Engineering and Science (NOREAS) in January 2023
- Appendix O, Health and Safety Plan, prepared by SoCalGas in July 2023
- Appendix P, Technical Design Standards and Codes, prepared by SoCalGas in July 2023
- Appendix Q, Pipeline Repair/Replacement and Inspection

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.9.1 Environmental Setting

The Project Site is located in the City of Ventura (City) within the County of Ventura (County). The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030) is located at 1555 North Olive Street and is bounded by existing industrial uses to the north, west, and south, and North Olive Street and E.P. Foster Elementary School to the east. The Project Site is currently zoned "General Industrial." Existing structures on the Project Site include three natural-gas-engine-driven compressors (natural gas compressors), a gas metering house, a telemetering shed, three industrial wastewater storage tanks, temporary office, temporary warehouse, and other auxiliary equipment and small structures related to the current SoCalGas operations on the Project Site. The Project would replace the existing three natural gas compressors with two larger electric-motor-driven compressors (electric compressors) and two larger natural gas compressors. The Project would also include further equipment necessary for the operation of the new compressors. For further discussion on Project components, refer to Chapter 3, Project Description.

According to a Phase I ESA conducted for the Project Site (Appendix F), the Project Site lies less than 65 feet above mean sea level. As described in detail in Section 5.7, Geology, Soils, and Paleontological Resources, the soil at the Project Site consists of fill material underlain by Anacapa sandy loam, which is a deep, well-drained soil that formed in alluvium derived primarily from sedimentary rock sources. The alluvium soils are well drained and have medium runoff and moderately rapid permeability. The surficial soils have mostly been excavated at the Project Site and replaced with 3 to 40 feet of artificial fill. Geotechnical borings drilled on the Project Site in 2016 encountered groundwater at depths ranging from 40.5 to 45 feet below ground surface (bgs). The historic high groundwater level at the Project Site is approximately 20 feet bgs (Appendix I). Groundwater is unconfined and has a flow direction generally to the east and southeast, depending on the Ventura River water level (Appendix F). The Project Site is 900 feet east and the Staging Area is approximately 650 feet east of the edge of the Ventura River corridor. During prior groundwater investigations, gradual changes in groundwater flow direction across the Project Site were observed based on depth to water measurements in site wells (Appendix F).

5.9.1.1 Hazardous Materials

Historical Site Uses

Between 1905 and 1919, the Ventura Manufactured Gas Plant (MGP) operated on the northern portion of the Project Site. A portion of the MGP operation occurred on adjacent parcels to the west of the Project Site. The MGP used crude oil in the manufactured gas production process (Appendix F). In 1920, the MGP went out of service and much of the equipment and structures were removed (Appendix F). Prior to MGP operations, an ice factory and electric works had been operating on the site since 1890 (DTSC 2003)

Since 1923, the Project Site has been used as a natural gas compressor station (Appendix F), while the off-site Staging Area to the west was leased through 1969 to Seaside Oil Company, which refined and stored gasoline, kerosene, and lubrication oils and manufactured asphalt (DTSC 2003). During the 1940s, various buildings and structures were constructed on the Project Site and during the 1950s and 1960s, the compressor station was renovated and upgraded (Appendix F). A refinery was operated west of the Project Site by the Utility Refining Company between 1969 and 1973 and Vetco Offshore Inc. leased a portion of that property for storage of piping and raw materials, an electroplating shop, a paint shop, and an X-ray facility (DTSC 2003). In the 1980s, SoCalGas modernized and upgraded the compressor station. Some transmission pipelines were also relocated within the station to accommodate the new compressor facilities (Appendix F).

The southern portion of the Project Site previously contained four fuel underground storage tanks (USTs) as well as their associated piping/dispenser (Appendix F). Two USTs (an 8,000-gallon gasoline tank and a 550-gallon diesel tank) were formerly located near the eastern edge of the Project Site but were removed in 1986, and the release case was closed in 1997 (DTSC 2006). Two other USTs (a 6,000-gallon gasoline tank and a 500-gallon diesel tank) were formerly located near the western edge of the Project Site, west of the Maintenance Shop, but were removed with their associated piping/dispenser in 2004, and the associated release case was closed by the County of Ventura Resource Management Agency, Environmental Health Division (EHD) in 2013 (Eco & Associates 2013). Additionally, the southern portion of the Project Site once contained a seepage pit (understood to be a gravel pit/leach area associated with the septic system at the Project Site) that was located toward the Project Site's western boundary (DTSC 2006).

Previous Site Investigations

Various site investigations and removal actions have been conducted on the northern and southern portions of the Project Site. The actions in the northern portion of the Project Site have been primarily related to the former MGP operations, identified as Parcel A on Figure 5.9-1, Relevant Project Parcels, while the actions on the southern portion of the Project Site have been associated with both MGP investigations and the removal of two USTs (Appendix F). A discussion of the previous investigations and remedial actions conducted on the Project Site is provided in the following subsections.

Northern Portion of the Project Site

Between October 2003 and April 2005, SoCalGas conducted a comprehensive soil, soil vapor, and groundwater investigation of the area previously operated as the MGP, including the northern portion of the Project Site, referred to as Parcel A, and two western-adjacent parcels, referred to as Parcel B and Parcel C (DTSC 2006). Figure 5.9-1, Relevant Project Parcels, provides a map displaying the boundaries of the parcels discussed in this section. These investigations were conducted under the oversight of the California Department of Toxic Substances Control (DTSC),

in accordance with a Voluntary Cleanup Agreement (VCA) (Appendix F). These investigations identified the following impacts beneath the previous MGP:

- Shallow impacted soil (approximately 0–10 feet bgs) was identified under Parcel A on the Project Site as well as Parcels B and C to the west resulting from the previous MGP operations and former oil refinery operations that took place on a parcel approximately 200 feet west of the Project Site. On Parcel A, the majority of elevated polycyclic aromatic hydrocarbons (PAHs) were detected in the upper 5 feet of soil. Elevated lead was also detected in the upper 5 feet of soil. The majority of the elevated concentrations of gasoline, diesel, and heavy oil were detected in the upper 10 feet of soil; however, elevated concentrations were detected between 10 and 30 feet bgs in one boring on Parcel A (DTSC 2006).
- Deeper impacted soil (approximately >10 feet bgs) and groundwater impacts (approximately 35 feet bgs) were identified on Parcel C, located approximately 200 feet west of the Project Site, in association with the former oil refinery and petroleum bulk storage tank farm operations (Appendix F).

Between October 2009 and April 2011, remedial actions were conducted on Parcels A, B, and C. The majority of Parcel A on the Project Site was excavated to depths ranging from 5 to 12 feet bgs, and in the southwestern corner, Parcel A was excavated to as much as 32 feet bgs (Appendix F). Parcels B and C to the west of the Project Site were excavated to depths ranging from 10 to 19 feet bgs (Appendix F). Between Parcels A, B, and C, a total of approximately 83,075 cubic yards of impacted soil was removed during these excavations. However, during these remediations, potentially impacted soils were left in place in inaccessible areas of Parcels A, B, and C (Appendix F). The inaccessible areas of Parcel C include soils potentially impacted by total petroleum hydrocarbons (TPH) that are believed to have resulted from historical releases from the former petroleum storage tank farm on the nearby former oil refinery (Appendix F). Additionally, on Parcel A within the Project Site, potentially impacted soil was left in place in multiple inaccessible areas, as shown on Figure 5.9-2, Inaccessible On-Site Soils. Under Project conditions, these impacted soils would remain inaccessible and would not be at risk of releasing hazardous materials.

The groundwater investigations conducted at and around the former MGP included the installation of 28 groundwater monitoring wells on Parcel A on the Project Site, as well as on Parcels B and C to the west of the Project Site. Chemicals detected during the groundwater monitoring program at the former MGP included the following:

- Benzene, toluene, ethylbenzene, and xylenes (BTEX)
- Naphthalene, benzo(a)pyrene [B(a)P], and other PAHs
- TPH, diesel range (TPH-d) and gasoline range (TPH-g)
- Methyl-tert-butyl ether (MTBE)
- Common motor fuel indicated chemicals
- Trichloroethene (TCE) and several degradation products (e.g., cis-1,2-dichloroethene [DCE], trans-1,2-DCE and vinyl chloride [VC])

In 2015, Tetra Tech concluded that some of the above contaminants (i.e., MTBE, TCE, DCE, and VC) are not related to MGP operations, and some (i.e., BTEX, TPH, and naphthalene) may be related to multiple sources, including previous MGP operations (Appendix F). Furthermore, the groundwater investigation concluded that water quality improved in all wells located at the former MGP, as well as downgradient of Parcels A, B, and C, where extensive soil remediation occurred (Appendix F). For example, naphthalene, B(a)P, and benzene plumes decreased significantly in concentration and size between 2004 and 2015, resulting in greater than 90% to 95% mass removal and 80% to 90% reduction in plume size. Additionally, TPH-d concentrations (and to a lesser extent TPH-g

concentrations) decreased but remained in the groundwater under Parcel C to the west of the Project Site, because there is residual TPH-impacted soil deep beneath the remedial excavation floor at Parcel C that is not a result of previous MGP operations (Appendix F). Tetra Tech concluded that this deeper TPH-impacted soil in Parcel C likely resulted from historical releases from a former bulk petroleum storage farm at the nearby former oil refinery (Appendix F).

Due to the observed improvements in groundwater quality and the fact that the remaining fuel releases are unrelated to the previous MGP operations, DTSC closed the groundwater case regarding impacts associated with MGP uses in 2016 (Appendix F).

At the time of the January 2023 Phase I ESA site visit performed by NOREAS, the compressor building on the northern portion of the Project Site contained three 55-gallon drums of waste gear oil, waste oil, and waste hydraulic oil. In the Phase I ESA, NOREAS reported that these drums were half full (Appendix F). Consistent with SoCalGas's approved facility Hazardous Materials Business Plan (HMBP), hazardous material is transported off site for proper treatment or disposal. Additionally, good housekeeping practices were noted during the site visit (Appendix F).

Southern Portion of the Project Site

The southern portion of the Project Site also previously contained two other USTs (an 8,000-gallon gasoline UST and a 550-gallon diesel UST). These USTs were removed in 1986 and case closure was obtained in 1997. No further information was readily available regarding these USTs.

As previously mentioned, the southern portion of the Project Site previously contained a 6,000-gallon gasoline UST and a 500-gallon diesel UST. These USTs, including their piping and dispenser, were removed in December 2004 (Appendix F). Soil investigations revealed that soil beneath the dispenser was found to have been impacted by gasoline. As such, 55 tons of gasoline-impacted soil was excavated from beneath the dispenser and transported off site. The USTs themselves, however, did not display evidence of having released fuel (Appendix F).

Due to the presence of impacted soil under the former location of the dispenser, a groundwater investigation was carried out, which resulted in the installation of eight monitoring wells on the southern portion of the Project Site. This investigation found that groundwater in the southern portion of the Project Site contained TPH-g, TPH-d, MTBE, and tertiary butyl alcohol (TBA). As such, a groundwater remediation program was undertaken using in situ chemical oxidation (ISCO), under EHD oversight (Appendix F). In August 2013, EHD granted closure to the UST cleanup project in the southern portion of the Project Site (Appendix F).

NOREAS conducted a supplemental remedial investigation (SRI) at the southern portion of the Project Site in February and March 2020, under DTSC oversight. The SRI was conducted on the southern portion of the Project Site in February and March 2020 to evaluate potential MGP impacts south of Parcel A. During the SRI, 18 soil borings were advanced and soil samples were collected from each boring at 2 feet bgs, 5 feet bgs, and at 5-foot intervals thereafter to depths ranging from 15 to 35 feet bgs. Additionally, vapor monitoring probes were installed at depths of 5, 15, and 25 feet bgs in several borings. The soil samples were then analyzed for volatile organic compounds (VOCs), TPH-g, TPH-d, TPH heavy hydrocarbons (TPH-h), PAHs, and metals. The vapor probes were sampled for VOCs and TPH-g (NOREAS 2020).

Some of the soil samples contained mainly petroleum and MGP-related constituents. Significant TPH-d concentrations were found in the shallow soils at the southwestern corner of Parcel A, representing MGP residuals. Additionally, significant TPH-d concentrations were detected mainly in 30-foot bgs and 35-foot bgs samples in the western portion of the Project Site, directly south of Parcel A. The presence of TPH at depths of 30 and 35 feet bgs

in a few soil borings correlates with impacted groundwater from upgradient sources in Parcel C, which, as previously mentioned, is located approximately 200 feet west of Parcel A (Appendix F). Deep impacted soil is present on Parcel C as a result of former oil refinery and petroleum bulk storage tank operations (Appendix F).

VOC concentrations in soil samples were generally less than laboratory reporting limits, and when detected above reporting limits, their concentrations were commonly low. All were well below their respective commercial and industrial screening levels (Appendix F). The only constituents detected in shallow soil (0 to 5 feet bgs) were TPH, PAHs, arsenic, and total lead in the western portion of the Project Site, just south of Parcel A. During the SRI, the following compounds were detected in soil vapor samples: benzene, chloroform, 1,4-dichlorobenzene, cis-1,2-DCE, ethylbenzene, MTBE, naphthalene, tetrachloroethene, TCE, VC, xylenes, and TPH-g (Appendix F). The concentrations of VC and naphthalene, among other analytes, at 5, 15, and 25 feet bgs in the western portion of the Project Site exceeded regulatory thresholds for vapor intrusion. NOREAS conducted a human health risk assessment in 2020. A Removal Action Workplan (RAW) was prepared in 2020 and approved by DTSC in March 2021 (NOREAS 2020; DTSC 2021). Remediation activities at the Project Site began in summer 2023. In addition to shallow soil remediation procedures, the RAW requires implementation of an ongoing Operations and Maintenance Plan to address vapor intrusion risks within the Project compressor building, as well as implementation of a Land Use Covenant to preclude any future residential development or other sensitive uses on the Project Site (DTSC 2021). In accordance with the RAW, the new compressor building would have sufficient ventilation to mitigate the vapor intrusion concerns; the ventilation includes an approximately 153-foot-long roof-ridge ventilator and at least three wall-mounted air supply fans so the building would be ventilated at a minimum rate of six air changes per hour during normal operation. Lastly, the RAW includes one round of post-construction indoor air sampling to make sure that the vapor mitigation works as intended (NOREAS 2020).

The investigation found that most of the constituents detected in soil vapor were not detected in the soil samples (NOREAS 2020). The Phase I ESA stated that it is reasonable to conclude that the constituents found in the soil vapor samples are mostly likely the result of existing residual groundwater impacts from upgradient sources. Furthermore, the investigation found that several of the groundwater contaminants (i.e., MTBE, TCE, DCE, and VC) are not related to the previous MGP operations, and some of the contaminants (i.e., BTEX, TPH, and naphthalene) may be related to multiple sources, including but not limited to the previous MGP operations. TPH-g, TPH-d, and MTBE were also residuals of the former USTs on the southern portion of the Project Site (Appendix F).

Hazardous Building Materials

According to the Phase I ESA conducted for the Project Site, the structures on the Project Site, including those located on the northern portion of the site, were built before the implementation of federal regulations banning the use of lead-based paint (LBP) and asbestos-containing building materials (ACBMs) in 1978. Therefore, it is possible that the compressor building and non-building structures on the northern portion of the Project Site contain LBP and ACBMs. LBP and ACBMs were detected in the office and warehouse buildings on the southern portion of the Project Site; however, LBP and ACBMs at these buildings have already been abated (Appendix F).

Cortese List

California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile a list of hazardous waste and substances sites (Cortese List). While the Cortese List is no longer maintained as a single list, the following databases provide information that meets the Cortese List requirements:

1. List of Hazardous Waste and Substances sites from the DTSC EnviroStor database (California Health and Safety Code [HSC] Sections 25220, 25242, 25356, and 116395)

2. List of Leaking Underground Storage Tank (LUST) Sites by County and Fiscal Year from the State Water Resources Control Board (SWRCB) GeoTracker database (HSC Section 25295)
3. List of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit (California Water Code Section 13273[e] and 14 California Code of Regulations [CCR] Section 18051)
4. List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from SWRCB (California Water Code Sections 13301 and 13304)
5. List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the HSC, identified by DTSC

The Project Site is listed twice on the List of LUST Sites from SWRCB's GeoTracker database (SWRCB 2023a). These listings are associated with the fuel USTs that were removed from the Project Site in 1986 and 2004. As previously discussed, the 8,000-gallon gasoline and 550-gallon diesel USTs were removed in 1986 and case closure was obtained in 1997. Two other USTs (a 6,000-gallon gasoline and a 500-gallon diesel UST) were removed in 2004 and the on-site impacts associated with these USTs have been investigated and remediated to the extent required by the lead regulatory agency. The 2013 closure report notes the presence of residual contamination at the time of closure. These cases received closure in 1997 and 2013 (SWRCB 2023b, 2023c). The Project Site is not listed on any other databases that meet the Cortese List requirements.

Summer 2023 Remediation

Based on the results of the SRI conducted on the Project Site, a RAW has been prepared for remediation of the shallow MGP-impacted soil in areas south of Parcel A (areas that were not previously excavated) (refer to Figure 5.9-3, RAW Impacted Soil Areas). The RAW was reviewed in accordance with the California Environmental Quality Act (CEQA) (i.e., a Notice of Exemption [NOE] was processed) and approved by DTSC on March 2, 2021. Remediation will include the removal of approximately 1,700 cubic yards of shallow impacted soil from the Project Site to off-site facilities for treatment and disposal. The average depth of excavation is anticipated to be approximately 3.5 feet bgs, with some areas as deep as 7 feet bgs. The final depth of excavations, however, will be determined by the results of field observations and confirmation sampling (Appendix F). This remediation work is scheduled to begin in summer 2023 as a separate and distinct approved project at the Project Site. Shallow soil remediation activities would be completed years before beginning construction of the Project in 2029. Following shallow soil remediation, residual soil vapor concentrations are expected to remain in the Project Site soils. Thus, the RAW requires implementation of a Land Use Covenant and an ongoing Operations and Maintenance Plan to address potential vapor intrusion risks for Project Site buildings. SoCalGas will continue to comply with all required environmental safeguards and monitoring procedures outlined in the RAW, including ongoing implementation of the Operations and Maintenance Plan and Land Use Covenant (DTSC 2021).

5.9.1.2 Nearby Schools

The E.P. Foster Elementary School is located across North Olive Street from the Project Site's eastern boundary. In addition, the Ventura Unified School District offices and La Petite Academy of Ventura (an educational daycare facility for children between infancy and elementary school) are located in a building approximately 0.20 miles north of the Project Site. The Macias Lynn Family Day Care is located approximately 0.1 miles from the Project Site, north of the E.P. Foster Elementary School.

5.9.1.3 Airport Land Use Plan

The nearest airport to the Project Site is the Oxnard Airport, which is located approximately 8 miles southeast of the site. According to the Oxnard Airport Master Plan, the Project Site is not located within any designated airport safety areas (County of Ventura 2004). As such, the Project Site is not located within any airport land use plan areas.

5.9.1.4 Fire Hazard

Fire Hazard Severity Zones

As described in PEA Section 5.20, Wildfire, the California Department of Forestry and Fire Protection (CAL FIRE) is responsible for mapping fire hazard severity zones (FHSZs) within the state.[1] The CAL FIRE FHSZ maps differentiate between State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). According to CAL FIRE and the Office of the State Fire Marshal, an SRA is "land where the State of California is financially responsible for the prevention and suppression of wildfires," while an LRA is an area where local government(s) have financial responsibility for the prevention and suppression of wildfires (OSFM 2022). Most notably, in SRAs there are three levels of fire hazard severity—moderate, high, and very high—while the current CAL FIRE recommendations for FHSZs in LRAs include only a single fire hazard severity level (i.e., very high FHSZs) (OSFM 2022).[2]

As illustrated in Figure 5.20-1, Fire Hazard Severity Zones, in Section 5.20 of this PEA, the Project Site and the Staging Area (when combined, referred to as the Development Area) are not located within an SRA or land designated as a very high FHSZ (CAL FIRE 2007, 2010). There is a very high FHSZ within the City to the east of North Ventura Avenue (approximately 950 feet east of the Project Site). The nearest SRA is a high FHSZ in the unincorporated County area located on the west side of SR-33 (approximately 950 feet west of the Staging Area) (CAL FIRE 2007, 2010).

California Public Utilities Commission Fire-Threat Map and High Fire-Threat Districts

As described in Section 5.20, the California Public Utilities Commission (CPUC) Fire-Threat Map is a statewide map showing areas where there is a higher risk for power line fires igniting and spreading rapidly (CPUC 2021). The Tier 2 and Tier 3 fire-threat areas on the CPUC Fire-Threat Map are integrated into the designated CPUC High Fire-Threat District (HFTD) maps. The HFTD is intended to "represent an area based upon mapping products (i.e., CPUC Fire-Threat Map) developed specifically for the purpose of scoping [electrical and communications] utility regulations" (CPUC 2021). As illustrated in Figure 5.20-2, CPUC High Fire Threat Districts, the Development Area is not within an HFTD but is located near both a Tier 2 HFTD (i.e., approximately 1,000 feet northeast of the Project Site boundary and 1,650 feet northeast of the Staging Area) and a Tier 3 HFTD (approximately 100 feet west of the Staging Area and 335 feet west of the Project Site boundary).

Wildland–Urban Interface

As described in Section 5.20, according to the U.S. Forest Service, the wildland–urban interface (WUI) is an area within or adjacent to an "at-risk community" that is identified in recommendations to the Secretary of Agriculture in a Community Wildfire Protection Plan or any area for which a Community Wildfire Protection Plan is not in effect but

[1] Pursuant to California Public Resources Code Sections 42015–4204 and California Government Code Sections 51175–51189.

[2] The City provides a map of FHSZs on their City of Ventura Java Map web viewer (City of Ventura 2023a). However, the FHSZs referenced on the City's web map illustrate CAL FIRE's draft 2007 FHSZ boundaries for LRAs (City of Ventura 2023b). This PEA relies on CAL FIRE's updated 2010 LRA FHSZ maps for the City, which provide recommendations only for very high FHSZs (CAL FIRE 2010, 2023).

is within 0.5 miles of the boundary of an at-risk community (USFS 2007). The Project's proposed Staging Area is adjacent to a WUI (i.e., approximately 200 feet west of the Project Site), with small slivers of the WUI potentially within the Staging Area; however, the Development Area and the adjacent surrounding area are devoid of any wildland vegetation. Refer to PEA Section 5.20 for more information.

5.9.1.5 Pipeline History

SoCalGas operates the Ventura Compressor Station in compliance with applicable codes, standards, and requirements including U.S, Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) and CPUC General Order (GO) 112-F regulations. Title 49 of the Code of Federal Regulations (CFR), Chapter D, Subpart 192, codifies the PHMSA rules, which prescribe the minimum safety requirements for pipeline facilities and the transportation of gas, including pipeline facilities and the transportation of gas. CPUC GO 112-F presents the state requirements concerned with safety of the general public and employees to the extent they are affected by basic design, quality of materials, and workmanship, and requirements for testing and maintenance of gas transmission facilities. As a prudent operator, SoCalGas also performs routine inspections that are not mandated by regulations, such as proactive leak detection, to address potential equipment maintenance outside of prescribed regulatory timelines.

There are two transmission pipelines that enter the Ventura Compressor Station ("suction" or "inlet" pipelines) and two transmission pipelines that exit the station ("discharge" or "outlet" pipelines). See Appendix Q, Pipeline Repair/ Replacement and Inspection, for additional information regarding recent pipeline replacement and inspections.

These pipelines are inspected and/or tested at least every 7 years in compliance with applicable requirements. The most recent inspections of the inlet pipelines occurred in 2007, 2014, and 2021. No anomalies were discovered. The most recent inspections of the outlet pipelines occurred in 2012, 2017, 2019, and 2022. No anomalies were discovered. Pipeline locational data is available through the National Pipeline Mapping System (NPMS; PHMSA 2023) and on the SoCalGas website (SoCalGas 2023).

Site-specific safety and inspection history is not tied to SoCalGas's Risk Assessment and Mitigation Phase (RAMP). SoCalGas has operated the Ventura Compressor Station in compliance with all applicable codes, standards, or requirements, including Department of Transportation PHMSA (49 CFR, Chapter D, Subpart 192) and CPUC GO 112-F rules and regulations. CPUC Safety and Enforcement Division (SED) conducted compliance audits in April 2017 and February 2022. The SED audits included a review of the compressor station's leak survey, patrol, cathodic protection, valves, overpressure protection (relief and shutdown valves), emergency shut down (ESD) system, and gas detection and alarm systems inspection records for the last 10 years. In addition, SED staff reviewed operator qualification records, which included field observation of randomly selected individuals performing covered tasks. SED found no unsatisfactory items or concerns with the Ventura Compressor Station during the compliance audits. The results of the compliance audits did not identify any operational risks.

The Project consists of the gas suction and discharge tie-ins (one each, respectively) off the existing compressor station transmission pipelines, terminated at the first block valves on each of the new gas suction and discharge pipelines. The Project would be subject to the same rigorous compliance requirements as the current Ventura Compressor Station, including inspection, testing, maintenance, and regulatory oversight.

5.9.2 Regulatory Setting

5.9.2.1 Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from "cradle to grave," including the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from USTs storing petroleum and other hazardous substances. The Federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that focus on waste minimization and phasing out land disposal of hazardous waste, as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive UST program.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 (42 USC 9601–9675), commonly known as "Superfund," was enacted by Congress on December 11, 1980. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. Through CERCLA, EPA was given power to seek out those parties responsible for any release and ensure their cooperation in the cleanup. EPA cleans up "orphan" sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, EPA obtains private-party cleanup through orders, consent decrees, and other small-party settlements. EPA is authorized to implement CERCLA in all 50 states and U.S. territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies.

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the United States Code. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). These agencies also govern permitting for hazardous materials transportation. Title 49 of the Code of Federal Regulations reflects laws passed by Congress as of January 2, 2006.

Occupational and Safety Health Act

Congress passed the Occupational and Safety Health Act to ensure worker and workplace safety. Its goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. In order to establish standards for workplace health and safety, the Occupational and Safety Health Act also created the National Institute for Occupational Safety and Health as the research institution for the

Occupational Safety and Health Administration (OSHA). OSHA is a division of the U.S. Department of Labor that oversees the administration of the Occupational and Safety Health Act and enforces standards in all 50 states.

Federal Response Plan

The Federal Response Plan of 1999, as amended in 2003, is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

International Fire Code

The International Fire Code (IFC), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what measures are required to protect against structural fires. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, IFC employs a permit system based on hazard classification. The IFC is updated every 3 years.

National Fire Protection Association

The National Fire Protection Association (NFPA) Section 70, National Electrical Code, and Section 70E, Standard for Electrical Safety in the Workplace, establish safety processes that use policies, procedures, and program controls to reduce risks associated with the use of electricity in the workplace. The 70E Standard addresses electrical safety-related work practices, safety-related maintenance requirements, and other administrative controls for employee workplaces that are necessary for the practical safeguarding of employees relative to the hazards associated with electrical energy during activities such as the installation, inspection, operation, maintenance, and demolition of electric conductors, electric equipment, signaling and communications conductors and equipment, and raceways. This standard also includes safe work practices for employees performing other work activities that can expose them to electrical hazards as well as safe work practices (NFPA 2021).

5.9.2.2 State

Cortese List

California Government Code Section 65962.5 requires that information regarding environmental impacts of hazardous substances and wastes be maintained and provided at least annually to the Secretary for Environmental Protection. Commonly referred to as the Cortese List, this information must include the following: sites impacted by hazardous wastes, public drinking water wells that contain detectable levels of contamination, USTs with unauthorized releases, solid waste disposal facilities from which there is migration of hazardous wastes, and all cease and desist and cleanup and abatement orders. This information is maintained by various agencies, including DTSC, the State Department of Health Services, SWRCB, and the local (typically county)

Certified Unified Program Agency (CUPA). Each of the agencies has their own databases/records; thus, the Cortese List is not just a single list.

California Occupational Safety and Health

The California Division of Occupational Safety and Health (commonly referred to as Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal OSHA regulations. Employers are required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 330 et seq.). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

Division 1, Department of Industrial Relations, Chapter 4, Division of Industrial Safety, includes Subchapter 5, Electrical Safety Orders. Subchapter 5 includes protocols and requirements related to both low-voltage and high-voltage electrical safety orders. Regulations address work procedures for energized and de-energized equipment, testing, re-energizing equipment, accident prevention, safety precautions, fall protection, backfeeding or interconnections, medical service/first aid, and protection from flames and electrical arcs.

California Hazardous Waste Control Act

DTSC is responsible for the enforcement of the Hazardous Waste Control Act (HSC Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements. The Hazardous Waste Control Act lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

According to Title 22 of the CCR, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, or contaminated or is being stored prior to proper disposal.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program was created in 1993 by Senate Bill 1082 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities of environmental and emergency management programs. The program is implemented at the local government level by CUPAs. The program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs:

- Hazardous Waste Generation (including on-site treatment under Tiered Permitting)
- Aboveground Petroleum Storage Tanks (only the spill prevention control and countermeasure plan)
- USTs
- Hazardous Material Release Response Plans and Inventories

- California Accidental Release Prevention Program (CalARP)
- Uniform Fire Code Hazardous Material Management Plans and Inventories

California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95, of the HSC (Section 25500 et seq.). Under Sections 25500–25543.3, facilities handling hazardous materials are required to prepare a HMBP. HMBPs contain basic information about the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

Chapter 6.95 of the HSC establishes minimum statewide standards for HMBPs (HSC Section 25503.5). Each business must prepare an HMBP if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in quantities greater than or equal to the following:

- 500 pounds of a solid substance
- 55 gallons of a liquid
- 200 cubic feet of compressed gas
- A hazardous compressed gas in any amount (highly toxic with a threshold limit value of 10 parts per million or less)
- Extremely hazardous substances in threshold planning quantities

In addition, in the event that a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by California code, facilities are also required to prepare an EPA Risk Management Program plan and a CalARP plan. The EPA Risk Management Program plan and CalARP plan provide information about the potential impact zone of a worst-case release and require plans and programs designed to minimize the probability of a release and mitigate potential impacts.

California Emergency Services Act

Under the Emergency Services Act (California Government Code Section 8550 et seq.), the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the emergency response plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the CalEPA, California Highway Patrol, Regional Water Quality Control Boards (RWQCBs), air quality management districts, and county disaster response offices.

Water Protection

The SWRCB protects water quality in California by setting statewide policy. The SWRCB supports the nine RWQCBs, which, within their areas of jurisdiction, protect surface and groundwater from pollutants discharged or threatened to be discharged to the waters of the state. This protection is carried out by the appropriate RWQCB through the issuance and enforcement of National Pollutant Discharge Elimination System permits and regulation of leaking USTs and contaminated properties through the LUST and Cleanup Program Site programs, respectively. USTs are regulated under Chapter 6.7 of the HSC and Title 23, Chapter 16 of the CCR.

5.9.2.3 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. CPUC GO 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.9.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

Certified Unified Program Agency

A CUPA is a local agency that has been certified by the CalEPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. The Ventura City Fire Department (VCFD) is the Participating Agency that implements the HSC requirement for facilities to prepare an HMBP, as well as the CalARP, Aboveground Petroleum Storage, and UST programs within the City's jurisdiction.

Hazardous Materials Management Plan

Pursuant to Section 14.050.420 of the City's Municipal Code, each facility that would store established ranges of hazardous materials must submit a Hazardous Materials Management Plan (HMMP) to the City. This plan must include a map of the facility including all buildings and structures, storm and sewer drains, internal roads, and the area in which the materials are stored. Additionally, the HMMP must specify which hazardous materials are stored on site and the containment method of the materials. The HMMP must also contain a description of the monitoring program that will be undertaken to ensure that hazardous materials are stored properly.

City of Ventura Emergency Operations Plan

The City's Emergency Operations Plan addresses the City's planned response to significant emergencies. This plan is intended to improve emergency preparedness, response, and recovery. This plan does not address routine day-to-day emergencies, but instead the operational concepts reflected in this plan focus on large-scale disasters that exceed the City's resource and require an emergency response. This plan is designed to include the City as part of the California Standardized Emergency Management System and the National Incident Management System (City of Ventura 2021).

City of Ventura General Plan

Chapter 7, Our Healthy and Safe Community, of the 2005 Ventura General Plan contains policies and actions that seek to minimize the risk of adverse health effects of hazardous materials by regulating their location and seeking and to promote the cleanup of sites contaminated with hazardous materials (City of Ventura 2005). The following policy and actions regarding hazardous materials are relevant to the Project.

Policy 7D: Minimize exposure to air pollution and hazardous substances.

Action 7.27: Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessment in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory

action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination).

Action 7.30: Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State, and Federal agencies in the event of a violation.

5.9.2.4 Touch Thresholds

The Project would include new electrical components, including two replacement electrical poles and two new electric compressors. Electrical equipment in general has the potential to lead to increased shock risks for workers. Cal/OSHA lockout/tagout (LOTO) procedures would continue to be followed during the installation, operation, and maintenance of the facility. LOTO procedures apply to all equipment that has the potential to release stored energy, including electric components, while being serviced or maintained. All electric systems would be designed to the most current industry and engineering standard and would be housed in enclosures rated for the service and ground-fault-protected to eliminated shock risk.

5.9.3 Impact Questions

The Project's potential impacts on hazards, hazardous materials, and public safety were evaluated using the impact questions set forth in Appendix G of the CEQA Guidelines and the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.9-1 and discussed in more detail in Section 5.9.4, Impact Analysis.

Table 5.9-1. Checklist for Hazards, Hazardous Materials, and Public Safety

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
CEQA Impact Questions					
HAZARDS AND HAZARDOUS MATERIALS – Would the project:					
5.9a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
5.9b)	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?	☐	☐	☒	☐

Table 5.9-1. Checklist for Hazards, Hazardous Materials, and Public Safety

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5.9c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
5.9d)	Be located on a site that 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?	☐	☐	☒	☐
5.9e)	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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
5.9f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
5.9g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
CPUC Impact Questions					
5.9h)	Would the project create a significant hazard to air traffic from the installation of new power lines and structures?	☐	☐	☐	☒
5.9i)	Would the project create a significant hazard to the public or environment through the transport of heavy materials using helicopters?	☐	☐	☐	☒
5.9j)	Would the project expose people to a significant risk of injury or death involving unexploded ordnance?	☐	☐	☐	☒
5.9k)	Would the project expose workers or the public to excessive shock hazards?	☐	☐	☒	☐

5.9.4 Impact Analysis

Methodology and Assumptions

As stated in Section 5.9.1, Environmental Setting, additional remediation on the Project Site is proposed. This remediation will include the removal of approximately 1,700 cubic yards of shallow impacted soil from the southern portion of the Project Site under DTSC oversight. The soils would then be transported to off-site facilities for proper treatment and disposal. This remediation project is schedule to begin in 2023 as a separate, already approved project, and remediation activities would be completed before the beginning of Project construction activities in 2029. Therefore, the impact analysis below assumes post-2023-remediation conditions.

5.9a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction

Less-Than-Significant Impact. The construction of the Project may require the use of hazardous materials. Construction would require the use of heavy equipment and machinery. Hazardous materials that may be used during construction and demolition activities include, but are not limited to, gasoline, diesel fuel, lubricants, grease, adhesives, welding gases, solvents, paints, and vehicle- and equipment-maintenance-related materials. These materials would be stored in designated construction staging areas within the boundaries or adjacent to the Project Site. The construction contractor would be required to ensure that the transport, handling, use, storage, and disposal of any hazardous materials are in accordance with the manufacturer's specifications and all applicable federal, state, and local laws and regulations. Many of the anticipated hazardous construction materials may be recycled and those that cannot be recycled would be transported by a licensed hazardous waste hauler and disposed of at an appropriately permitted off-site facility, in accordance with 22 CCR, Division 4.5, Environmental Health Standards for the Management of Hazardous Waste. The proper use and handling of these substances would not present a health risk to the public or environment. Therefore, the construction of the Project is not anticipated to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Operation

Less-Than-Significant Impact. The primary hazard associated with operation of a natural gas compressor station is the transportation and combustion of natural gas. Natural gas flows through the Ventura Compressor Station via pipelines to compressors that compress the natural gas for further transport in the existing gas transmission system. Under the Project, the natural gas would also be used to fuel two new compressor engines and one backup generator engine. Other than adding some on-site piping to connect the existing pipeline to the new compressor building, the Project is not expected to modify the existing gas transmission system.

The California health and safety statutes define "hazardous material" as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (HSC Chapter 6.95, Section 25501). Natural gas is composed primarily of methane, which creates no systemic effects when inhaled in limited quantities (i.e., up to 5% concentration in the air); however, if large quantities of natural gas or methane are allowed

to displace air, lack of oxygen may result in suffocation (EPA 2023; NOAA 2023). Methane can be flammable when mixed with air between certain concentrations (approximately 5% to 15%) and where there is an ignition source (NOAA 2023). As a health and safety precaution, SoCalGas adds a distinctive odor to natural gas so most people can easily notice its presence, and it conducts extensive safety programs to prevent the escape of natural gas from its system.

For example, an emergency shut down (ESD) system is one of a compressor station's critical safety systems. It quickly evacuates natural gas from the station's piping and equipment in order to remove the potential for ignition. The system is required to be tested on an annual basis. The Ventura Compressor Station's ESD is designed to completely evacuate all the gas within the station within 3 minutes after an ESD is initiated, which is consistent with pipeline safety regulations. During the testing of the ESD, the gas is captured and not released to atmosphere.

The operational phase of the Project would also not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of other hazardous materials. Included components of the Project are drums (oily waste, waste oil, engine oil, coolant, and condensate drip) and tanks (oily waste and waste oil). During operation, these tanks would store their respective hazardous material. However, the materials would be used and stored in compliance with all applicable federal, state, and local regulations. Further, the waste materials would be transported off site as needed by a licensed contractor for proper treatment and disposal.

Additional hazardous materials used during the operation of the Project would include commercially available cleaning products and various other commercially available substances. When used in compliance with manufacturer's recommendations and applicable regulations, these chemicals do not result in a risk to human health or the environment. The routine transport, use, and/or disposal of these substances would be subject to applicable federal, state, and local health and safety laws and regulations, which would minimize risks associated with their use. As stated in Project Best Management Practice (BMP) HAZ-1 (provided in full in Section 5.9.7.2), the existing facility has an HMBP and an Integrated Storm Water/Oil Spill Prevention, Control, and Countermeasure Plan (SPCC) (both provided in Appendix K of this PEA). These plans would be updated during construction, to reflect the new Project. In addition, Appendix O contains the Health and Safety Plan that would be implemented for the Project. These plans would be updated to ensure ongoing compliance with all applicable federal, state, and local requirements related to hazardous materials. The HMBP and SPCC would identify secondary containment and countermeasures to be in place throughout construction so that if any leaks or spills occur, responses would be made immediately. Emergency spill supplies and equipment would be clearly marked and located adjacent to areas of work and in temporary construction staging areas.

Due to the reasons described above, the operation of the Project is not anticipated to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; therefore, impacts would be less than significant.

5.9b) Would the project 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?

Construction

Less-Than-Significant Impact. As discussed in the Phase I ESA (Appendix F) and in Section 5.9.1, the northern portion of the Project Site was used as a gas manufacturing plant between 1905 and 1919. This previous use resulted in the presence of contaminated soils on the Project Site. In 2011, soil remediation was performed on the northern portion of the Project Site, which removed the majority of contaminated soils in this area. Potentially impacted soil, however, was left in place in inaccessible areas, which includes soil underneath the existing compressor station and structures in this area of the Project Site, as shown in Figure 5.9-2. Under Project conditions, these buildings and structures in the area of the existing contaminated soils would remain in place, and the soil would remain inaccessible. The aboveground structures would be removed as part of the Project approximately 1 year after operation of the new compressors, but their foundations would remain in place, preventing disturbance of the contaminated soil. As such, during construction, these soils would remain in place and would not be released into the environment.

On the southern portion of the Project Site, four USTs were once present. These included 8,000-gallon and 6,000-gallon gasoline USTs and 550-gallon and 500-gallon diesel USTs, as well as associated piping and dispenser. Upon the removal of the 6,000-gallon gasoline and 500-gallon diesel USTs and their equipment in 2004, the soil beneath the dispenser was found to have been impacted by gasoline. As such, 55 tons of gasoline-impacted soil were removed from the Project Site. Additionally, a groundwater remediation program was implemented in association with the former USTs under EHD oversight. In 2013, EHD granted closure to this UST cleanup project. The other two USTs were removed in 1986 and the case was closed in 1997.

In 2020, an SRI of the southern portion of the Project Site revealed that shallow soil in this area had been contaminated with petroleum and constituents related to the previous manufactured gas production facility on the Project Site. As such, in accordance with a DTSC-approved RAW, the buildings on the southern portion of the Project Site are approved for demolition, and soil remediation in this area will occur, resulting in the removal of approximately 1,700 cubic yards of shallow impacted soil (Appendix F). The remediation of contaminated soils on the Project Site in accordance with the RAW will be completed prior to the commencement of any Project-related construction activities on the Project Site. SoCalGas will continue to coordinate with DTSC to ensure timely and complete soil remediation on the Project Site in accordance with the RAW and the ongoing Operations and Maintenance Plan (Appendix F). As such, the contaminants contained in these soils would have been safely removed and disposed of before construction begins, and the Project's construction activities would not result in the release of these materials.

The SRI also included soil vapor testing, which revealed the presence of contaminants in the deep soil (primarily between 30 and 35 feet bgs). These contaminants include benzene, chloroform, 1,4-dichlorobenzne, cis-1,2-DCE, ethylbenzene, MTBE, naphthalene, TCE, VC, xylenes, and TPH-g. Most of these contaminants were not present in the soil samples. The Phase I ESA noted that these contaminants are not a result of the previous on-site manufactured gas production use, but instead are impacts from deep impacted soil and groundwater from an upgradient parcel that once contained oil refinery and petroleum bulk storage tank farm operations (Appendix F). During construction, soils at this depth would remain in place and would not be disturbed. Therefore, the contaminants at this depth would not be released as a result of Project construction activities.

As stated in BMP-HAZ-2 (Building and Safety Permit), SoCalGas and the City of Ventura require that all building plans be designed and facilities be constructed in accordance with applicable laws, codes, industry standards, and SoCalGas requirements (specifications and gas standards). As a part of the building permit application process, SoCalGas will ensure that engineering and process requirements are properly interpreted and incorporated into front-end engineering and detailed design to adequately address requirements for civil, structural, mechanical, piping, fire protection, electrical, and instrumentation, to the satisfaction of the City of Ventura Division of Building and Safety. A list of the potential technical design standards and codes applicable to the Project is included in Appendix P.

Due to the extensive investigations of the Project area and remediation of the site in compliance with the RAW, the Project would not 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; impacts would therefore be less than significant.

Operation

Less-Than-Significant Impact. As discussed in Section 5.9a), natural gas is flammable; therefore, there are safety systems in place to minimize the potential for upset or accident conditions involving the release of natural gas. As noted by the Pipeline and Hazardous Materials Safety Administration (DOT 2018), trillions of cubic feet of natural gas are safely delivered throughout the United States each year. As described in Section 5.9a), an ESD system would continue to be used at the compressor station under the Project. NFPA Code 85A requires both the use of double-block and bleed valves for gas shutoff and automated combustion controls. These measures significantly reduce the likelihood of an explosion in gas-fired equipment. Additionally, startup procedures require air purging of the natural gas engines prior to startup, thereby precluding the presence of an explosive mixture. The safety management practices (SMPs) employed by SoCalGas address the handling and use of natural gas, and significantly reduce the potential for an incident such as a fire or explosion because of either improper maintenance or human error. Compliance with existing regulations and standards ensures minimal risks of pipeline failure off site or on site.

The Project would be designed and constructed in accordance with applicable laws, codes, industry standards, and SoCalGas project requirements. The facility would be designed to incorporate best available technology and safeguards for the protection of the general public, environment, personnel working in and around the Project and existing facilities, and equipment. Examples include, but are not limited to, the following: (1) the facility would be designed to require relief devices or other operating pressure controls on all natural gas systems for overpressure protection; (2) aboveground spill containment would be provided for all process and utility equipment with liquid inventory and potential for leakage and spills; (3) instrumentation and control systems would be connected to a Supervisory Control and Data Acquisition (SCADA) network for remote monitoring of control devices and alarms to promptly alert personnel to any potential hazards; (4) the compressor building would be designed with specific emergency shutdown and safety systems; and (5) fire and gas detection with audible and visual alarms would be provided throughout the compressor building, power distribution center, and office and warehouse buildings. The compressor building, warehouse, and office buildings would be designed to include an automatic wet fire sprinkler system connected to a fire loop system that would encircle the Project. During the design and construction phase, SoCalGas would perform design and safety reviews, including Hazard and Operability (HAZOP) to identify, evaluate, and control hazards and risks.

The Project would be operated and maintained safely and reliably. SoCalGas would utilize a centralized gas control center staffed 24 hours per day, 7 days per week to continuously monitor the compressor station for safe operation. Routine inspections and maintenance would be performed and any corrective actions would be completed within the time frame specified in the computerized maintenance system for scheduling and tracking maintenance, inspections, and follow-up. Other factors that would contribute to safe operation of the facility include, but are not limited to, the following: (1) utilizing qualified personnel for maintenance and inspections, (2) performing internal audits, (3) incorporating risk assessment via management of change processes, (4) establishing security measures for the facility, (5) implementing public awareness and communication plans, and (6) implementing emergency response measures.

SoCalGas is in regular communication with first responders, including VCFD, the primary emergency response agency for an emergency natural-gas related incident at the Ventura Compressor Station. SoCalGas Emergency Services Department conducts annual briefings with first responders in Ventura and across its service territory so that they are educated about how to respond to a natural gas incident. The last annual briefing was completed on April 5, 2023, and included actual field demonstration and props to simulate certain activities that SoCalGas performs to complete emergency repairs, perform routine maintenance, and conduct leak surveys. Similar briefings would continue during the design, construction, and operation of the Project.

As previously discussed, any other hazardous materials that would be present during Project operations, including oil, oil waste, and coolant materials, would be used, handled, and stored in compliance with all applicable federal, state, and local health and safety requirements. The Project's storage tanks containing oily waste materials would be emptied and the materials would be safely transported off site by a licensed contractor and properly disposed of. Furthermore, regular maintenance would be conducted at the site during operation and good housekeeping measures would be implemented to minimize the risks associated with the release of hazardous materials. Lastly, as noted in Section 5.9.1.1, Hazardous Materials, the DTSC-approved RAW includes vapor mitigation for the proposed compressor building to mitigate vapor intrusion concerns from remaining contaminants in the subsurface. This remediation project is part of a separate, already approved project. As such, the operation of the Project is not anticipated to 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; impacts would therefore be less than significant.

5.9c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-Than-Significant Impact. As discussed in Section 5.9.1, the Project Site is located adjacent to E.P. Foster Elementary School, which is located across North Olive Steet from the Project Site's eastern boundary. Additionally, the Macias Lynn Family Day Care is located approximately 0.1 miles to the east of the Project Site and the Ventura Unified School District offices and La Petite Academy of Ventura are located approximately 0.20 miles north of the Project Site. As discussed in Section 5.9b), however, the Project is not anticipated to result in significant impacts associated with the release of hazardous materials into the environment. All hazardous materials used on the site during construction and operation would be used, handled, and stored in compliance with all applicable federal, state, and local health and safety regulations. Additionally, any on-site hazardous materials that may require transportation off site, including oil and coolant waste, would be transported by a licensed contractor and properly disposed of. Therefore, although

the Project is located within one-quarter mile of existing schools, impacts to these schools regarding emission and handling of hazardous materials would be less than significant.

5.9d) Would the project be located on a site that 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?

Less-Than-Significant Impact. As discussed in Section 5.9.1, the Project Site is listed twice on the List of LUST Sites from the SWRCB (SWRCB 2023a). As previously discussed, the USTs that were once present on the southern portion of the Project Site have been removed. The 8,000-gallon gasoline and 550-gallon diesel USTs were removed in 1986 and case closure was obtained in 1997. Two other USTs (a 6,000-gallon gasoline and a 500-gallon diesel UST) were removed in 2004 and the on-site impacts associated with these USTs have been investigated and remediated to the extent required by the lead regulatory agency. The 2013 closure report notes the presence of residual contamination at the time of closure. These cases received closure in 1997 and 2013 (SWRCB 2023b, 2023c). The Project Site is not listed on any other databases that meet the Cortese List requirements. Therefore, although the Project is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the Project would not create a significant hazard to the public or the environment; impacts would be less than significant.

5.9e) 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 or excessive noise for people residing or working in the project area?

No Impact. As discussed in Section 5.9.1, the Project Site is not located within an airport land use plan. The nearest airport to the site is the Oxnard Airport, which is located approximately 8 miles southeast of the Project Site. Therefore, the Project would not result is a safety hazard or excessive noise for people residing or working in the Project area within an airport land use plan or within 2 miles of a public or public use airport. No impact would occur.

5.9f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Project Site is in a developed area of the City and is within the existing service area for VCFD and other first responders. An adopted emergency response plan applicable to the Project Site is the City's Emergency Operations Plan. Impairment of emergency response plans or emergency evacuation plans would occur if the Project would introduce an undue or extraordinary burden on emergency responders during an emergency. Common examples of such a situation include Project placement and design that could impede access by emergency responders or the orderly evacuation of a site in the event of a natural or human-made disaster, such as a fire. Undersized roadways, underrated bridges and culverts, steep grades and pinch points, remoteness, and inadequate points of ingress and egress to and from a site are examples of the difficulties that emergency responders can experience. Additionally, indirect emergency access impacts could occur if emergency access easements and internal roadways that connect off-site and adjacent developments are obstructed.

Construction

Less-Than-Significant Impact. As discussed in PEA Section 5.15, Public Services, Project construction would not have the potential to adversely affect emergency response times. Furthermore, Project construction would not substantially impair evacuation procedures along designated Westside Community Evacuation Routes. Although construction would lead to temporary increases in vehicle trips to/from the Development Area, such trips would not impede the movement of emergency vehicles or evacuation procedures.

Construction of the Project would occur within the confines of the Project Site. A temporary Staging Area directly west of the Project Site would be established during construction; however, this area is adjacent to the Project Site and would not impede any rights-of-way. Additionally, the Project would not involve any off-site improvements. Regarding emergency evacuation, most of the residential development in the Westside Community is located adjacent to/east of North Ventura Avenue or south of Vince Street. Therefore, evacuation of construction workers from the Development Area would not substantially congest the community's primary evacuation routes (i.e., south along North Olive Street or north–south along North Ventura Avenue). Although most of the construction traffic would access the Project Site via Stanley Avenue, large construction equipment (e.g., compressors) may need to be transported via North Olive Street. Travel lanes on North Olive Street may be temporarily blocked during the delivery of large construction equipment. However, no full road closures are anticipated, and major shipments and delivery of oversized loads would occur during non-peak traffic hours only. Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. Furthermore, as a standard practice, SoCalGas would implement BMP-TRA-1 (Construction Traffic Control Plan; provided in full in PEA Section 5.17, Transportation) to manage traffic during construction, including the use of flaggers during the delivery of large equipment. BMP-TRA-1 requires any disruptions to traffic be planned in advance and emergency responders to be alerted prior to any lane closures or other potential disruptions. Therefore, Project-related construction activities would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Operation

No Impact. Under operation, the Project would add one additional employee at the Project Site, which would negligibly increase activity levels at the site when compared to existing conditions. There are currently three employees at the Project Site on a daily basis, and at the completion of the Project, it is anticipated that four employees would be required. The facility currently operates as an unstaffed facility, meaning it does not require presence of personnel for its operation. Under Project conditions, the facility would continue to operate as unstaffed, and although occasional maintenance activities would be required at the Project Site as in current conditions, the frequency of these repairs/maintenance activities are expected to decrease. As previously discussed, Project operations are not expected to increase the potential for a large-scale disaster to occur at the site relative to existing conditions. Therefore, Project operation would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; no impacts would occur.

5.9g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. As discussed in PEA Section 5.20, the Project Site is not within a CPUC HFTD, an SRA, or a designated very high FHSZ. The Project Site is urban, and no hazardous or high-risk vegetation exists within the Project Site. Furthermore, the immediate areas surrounding the Project Site are also urban and do not include natural fuels likely to propagate wildfire spread in the event of ember dispersal (see Section 5.20.1.3, Fire Risk). Therefore, direct exposure to wildfire at the Project Site is unlikely. The closest natural vegetation to the Project Site exists on the west side of SR-33 within the Ventura River corridor beyond the Ventura River levee, 700 feet west of the Staging Area. However, Project construction would not involve activities within or adjacent to this area or any other natural areas with high or moderate fuel loads (i.e., high-risk or hazardous vegetation). For these reasons, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, no impacts would occur.

5.9h) Would the project create a significant hazard to air traffic from the installation of new power lines and structures?

No Impact. The Project would not result in the development of new power lines or related structures; two existing electrical poles on the Project Site would be replaced with two new ones during construction. Additionally, the Project Site is not located within an airport land use plan. Therefore, there would be no impact associated with a significant hazard to air traffic from the installation of new power lines and structures.

5.9i) Would the project create a significant hazard to the public or environment through the transport of heavy materials using helicopters?

No Impact. The Project would not require the use of a helicopter to transport materials to and from the Development Area. As such, there would be no impact associated with a significant hazard to the public or environment through the transport of heavy material using helicopters.

5.9j) Would the project expose people to a significant risk of injury or death involving unexploded ordnance?

No Impact. Activities associated with the Project would be limited to the Project Site, which is fully developed and does not contain unexploded ordnance. Therefore, there would be no impacts associated with a significant risk of injury or death involving unexploded ordnance.

5.9k) Would the project expose workers or the public to excessive shock hazards?

Less-Than-Significant Impact. The Project involves the development of four new compressors and associated structures and equipment. Two of the compressors would be electric, and the Project would require the replacement of two on-site electrical utility poles. The introduction of new electric compressors onto the Project Site would add new requirements for ongoing maintenance of electric machinery, which has the potential for shock hazards.

However, all construction and operational activities on the Project Site would be conducted in accordance with NFPA 70, National Electrical Code, and 70E, Standard for Electrical Safety in the Workplace, as well as in compliance with the requirements of Cal/OSHA for worker safety. NFPA 70E defines electrical safety-

related work practices. NFPA 70E sets forth procedures for how the performance-based requirements in the Cal/OSHA standards can be met by providing and defining minimum standard industry practices necessary for electrical safety. Cal/OSHA sets forth the law, and NFPA 70E outlines ways to comply with OSHA's electrical safety requirements. Therefore, compliance with current regulations and standards would ensure that electrical infrastructure would not pose excessive hazards. Additionally, the Project Site is not accessible to the public and does not involve any off-site improvements that could expose the public to any hazards. Therefore, compliance with applicable regulations at the Project Site would ensure that short-term construction and long-term operations would not expose workers or the public to excessive shock hazards, and impacts would be less than significant.

5.9.5 Mitigation Measures

Impacts from the Project would not occur or would be less than significant; therefore, no mitigation measures are required.

5.9.6 Level of Significance Summary

The Project would have less-than-significant impacts associated with hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The Project would have less-than-significant impacts associated with hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The Project would have less-than-significant impacts regarding the emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The Project would have less-than-significant impacts associated with being located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creating a significant hazard to the public or the environment.

The Project is not located within an airport land use plan or within 2 miles of a public use airport and would have no impact associated with safety hazards or excessive noise for people residing or working in the Project area.

The Project would have a less-than-significant impact associated with impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

The Project would have no impact associated with the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

The Project would have no impact associated with the creation of a significant hazard to air traffic from the installation of new power lines and structures.

The Project would have no impact associated with the creation of a significant hazard to the public or environment through the transport of heavy materials using helicopters.

The Project would have no impact associated with the exposure of people to a significant risk of injury or death involving unexploded ordnance.

The Project would have less-than-significant impacts associated with the exposure of workers or the public to excessive shock hazards.

5.9.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

5.9.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that are applicable to hazards, hazardous materials, and public safety.

5.9.7.2 Project Best Management Practices

BMP-HAZ-1 Updated Plans. SoCalGas maintains a Hazardous Materials Business Plan (HMBP) and an Integrated Storm Water/Oil Spill Prevention, Control, and Countermeasure Plan (SPCC) for the Project Site. These plans will be updated to ensure ongoing compliance with all applicable federal, state, and local requirements related to hazardous materials. The HMBP and SPCC would mandate secondary containment and countermeasures to be in place throughout construction so that if any leaks or spills occur, responses will be made immediately. Emergency spill supplies and equipment shall be clearly marked and located adjacent to areas of work and in temporary construction staging areas.

BMP-HAZ-2 Building and Safety Permit. To minimize potential hazards from failure of project components as a result of accidents and natural catastrophes, SoCalGas and the City of Ventura require that all building plans be designed and facilities be constructed in accordance with applicable laws, codes, industry standards, and SoCalGas requirements (specifications and gas standards). As a part of the building permit application process, SoCalGas will ensure that engineering and process requirements are properly interpreted and incorporated into front-end engineering and detailed design to adequately address requirements for civil, structural, mechanical, piping, fire protection, electrical, and instrumentation to the satisfaction of the City of Ventura Division of Building and Safety.

In addition to BMP-HAZ-1 and BMP-HAZ-2, the following Transportation BMP (see Section 5.17.9.2 for the complete BMP) would also avoid or minimize impacts related to interference with an adopted emergency response plan or emergency evacuation plan:

BMP-TRA-1 Construction Traffic Control Plan. If construction requires partial or full lane closures, traffic delays, or other encroachment of construction activities within the public roadway, SoCalGas shall prepare and implement a construction traffic control plan. The plan shall be submitted to the City for approval prior to commencing construction activities and shall contain the following elements:

- Anticipated days and time of construction
- Signage and traffic control plan (e.g., flaggers)

- Prior notification of property owners/residents whose access will be affected
- Detour routes, if necessary
- Alternate pedestrian/bicycle access, if necessary
- Coordination with local transit agencies
- Coordination with local emergency response providers (local police, fire, and medical dispatch)
- Provisions for night work, if necessary

SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 150 300 Feet

FIGURE 5.9-1

Relevant Project Parcels

Ventura Compressor Station Modernization Project

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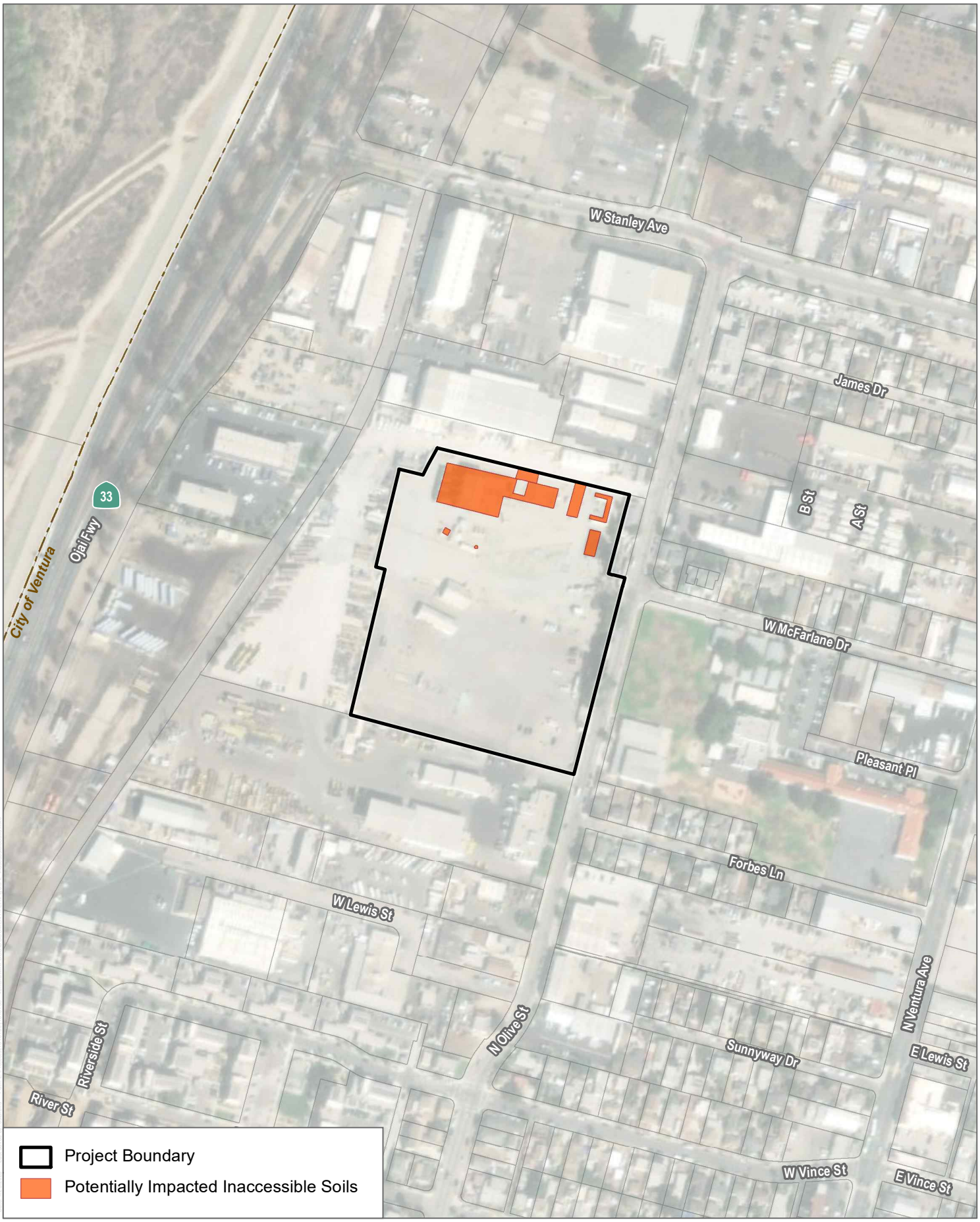

SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 150 300 Feet

FIGURE 5.9-2

Inaccessible On-Site Soils

Ventura Compressor Station Modernization Project

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SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 75 150 Feet

FIGURE 5.9-3

RAW Impacted Soils Areas

Ventura Compressor Station Modernization Project

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5.10 Hydrology and Water Quality

This section describes existing conditions and potential impacts on hydrology and water quality as a result of construction, operation, and maintenance of the proposed Ventura Compressor Station Modernization Project (Project). Information contained in this section is based on publicly available data and reports from the California Department of Water Resources (DWR), Los Angeles Regional Water Quality Control Board (LARWQCB), Ventura County Public Works, City of Ventura, Federal Emergency Management Agency (FEMA), and State Water Resources Control Board (SWRCB), as well as the following:

- Appendix L, Hydrology Drainage Report, prepared by Burns & McDonnell

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.10.1 Environmental Setting

5.10.1.1 Water Bodies

The 8.42-acre Project Site is located at 1555 North Olive Street (Assessor's Parcel Number 068-0-142-030) in the City of Ventura (City), slightly east of State Route 33. A temporary construction Staging Area (approximately 2.53 acres) is proposed adjacent to the west of the Project Site (when discussed collectively, the Project Site and the Staging Area are referred to as the Development Area). As illustrated in Figure 5.10-1, Ventura River Watershed, the Project Site is located approximately 900 feet east of the Ventura River floodplain (i.e., the edge of the flood control levee) and approximately 1,200 feet east of the primary Ventura River channel within the Ventura River Watershed, which covers the west-central portion of Ventura County. Significant tributaries to the Ventura River include Matilija Creek, North Fork Matilija Creek, Coyote Creek, Senior Canyon, Reeves Creek, Thacher Creek, Lion Creek, San Antonio Creek, and Canada Larga. The Ventura River Watershed comprises an area of approximately 223 square miles, with a little less than half of it within the Los Padres National Forest. The Ventura River discharges directly into the Pacific Ocean and serves as the natural western boundary for the City of Ventura. The watershed topography is characterized by rugged mountains in the upper basins transitioning to relatively flat valleys in the lower downstream areas. Nearly 45% of the watershed can be classified as mountainous, 40% as foothill, and 15% as valley area. Two major reservoirs lie within the watershed including Lake Casitas and Matilija Reservoir. Both reservoirs serve as water supply reservoirs, with Casitas Dam, which forms Lake Casitas, located about 5 miles north of the compressor station on Coyote Creek (VCPW 2020) and Matilija Dam on Matilija Creek about 13 miles north of the compressor station.

5.10.1.2 Water Quality

The Development Area is east of Ventura River Reach 2, which extends approximately 4 miles from Main Street in the City of Ventura north to Weldon Canyon Road in the County of Ventura (LARWQCB 2020). The Ventura River is considered a water of the United States (EPA 2023a) and a water of the state (Caltrans 2023). Ventura River Reach 2 is considered by the U.S. Environmental Protection Agency (EPA) as a CWA Section 303(d) listed impaired water, with respect to aquatic life and swimming/boating. A CWA Section 303(d) listed impaired water is a waterbody that is impaired or threatened and needs a total maximum daily load (TMDL) restoration plan. A TMDL is the calculation of the maximum amount of a pollutant allowed to enter a waterbody so that the waterbody will meet and continue to meet water quality standards for that pollutant. A TMDL determines a pollutant reduction target and allocates load reductions necessary to the sources of the pollutant. Once a waterbody is placed on the

threatened and impaired water list, the waterbody will be evaluated and a TMDL restoration plan developed for applicable pollutants. Ventura River Reach 2 is impaired with algae, dissolved oxygen, eutrophication, flow alteration, nitrogen, nutrients, organic enrichment/low dissolved oxygen, pumping, trash, and water diversion. In 2013, SWRCB approved TMDLs for algae, nutrients, and eutrophic conditions for Reaches 1 and 2 of the Ventura River, which extends from the river estuary north to Weldon Canyon. EPA allowed a restoration schedule of 6 to 12 years, depending on the source of the contaminant. A plan for water quality restoration has not been completed to date (EPA 2022; SWRCB 2013).

Water quality in California is regulated by SWRCB and the nine associated Regional Water Quality Control Boards (RWQCBs). The SWRCB and RWQCBs, collectively known as the California Water Boards, are tasked with maintaining abundant clean water for human uses and environmental protection to sustain California's future. Under the federal Clean Water Act (CWA) and the California Porter-Cologne Water Quality Control Act, the SWRCB and RWQCBs have regulatory responsibility for protecting the water quality of California's lakes, bays, estuaries, rivers, streams, and coastline (SWRCB 2023).

LARWQCB is responsible for the protection of the beneficial uses of waters of the state within Region 4, which includes the Development Area. LARWQCB uses its planning, permitting, and enforcement authority to meet its responsibilities adopted in the Water Quality Control Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan; LARWQCB 2020) to implement plans, policies, and provisions for water quality management. In accordance with state policy for water quality control, LARWQCB employs a range of beneficial use definitions for surface waters, groundwater basins, marshes, and mudflats that serve as the basis for establishing water quality objectives and discharge conditions and prohibitions. The Basin Plan has identified existing and potential beneficial uses supported by the key surface water drainages throughout its jurisdiction. Beneficial uses of Ventura River Reach 2 include municipal and domestic supply (potential), industrial process supply, agricultural supply, groundwater recharge, freshwater replenishment, warm freshwater habitat, cold freshwater habitat, wildlife habitat, rare/threatened/endangered species, migration of aquatic organisms, spawning/reproduction/early development, and wetland habitat (LARWQCB 2020).

5.10.1.3 Groundwater Basin

As illustrated in Figure 5.10-2, Ventura County Groundwater Basins, the Project Site is underlain by the Ventura River Valley – Lower Ventura River Groundwater Basin (Lower Ventura River Basin), which is bounded to the east and west by impervious rocks of the Santa Ynez Mountains; to the north by the Upper Ventura River Subbasin; and on the south by the Pacific Ocean and Mound Subbasin of the Santa Clara River Valley Groundwater Basin. Groundwater is present within Holocene and Pleistocene age alluvium and the Pleistocene age San Pedro Formation. The alluvium consists of sand, gravel, and clay, which range in thickness from 60 to 100 feet beneath the floor of the Ventura River Valley. The San Pedro Formation consists of gravel, sand, silt, and clay, which near the river mouth is at least partially hydraulically isolated from the Holocene alluvium by relatively impervious sediments. The basin is recharged by percolation of Ventura River water, precipitation to the valley floor, irrigation return flow, and by subsurface inflow from the Upper Ventura River Subbasin. Groundwater moves southward following the course of the Ventura River to the Pacific Ocean (DWR 2004).

5.10.1.4 Groundwater Wells and Springs

The nearest public water supply well is located in the Upper Ventura River Basin, approximately 5 miles north of the Project Site (VCPW 2015). The Lower Ventura River Basin includes 17 water wells, none of which are public water supply wells (DWR 2023a). Ventura County Public Works maintains three water quality testing wells that are

hydrologically downgradient of the Project Site, including wells 5K-1, 32Q3, and 32Q10. Well 32Q3 is located closest to the Project Site, at a distance of approximately 3,000 feet to the southwest. There is a private well or inactive water supply well located approximately 1,300 feet east of the Project Site (WCR1992-017544). This well was drilled in 1992 to a depth of 349 feet below ground surface (bgs). Numerous groundwater monitoring wells drilled on the Project Site and west of the Project Site were abandoned in 2016 and 2017 (DWR 2023b).

There are no known springs in the Development Area.

5.10.1.5 Groundwater Management

The Sustainable Groundwater Management Act (SGMA) was passed by the State of California in 2014 to improve management of groundwater resources in California. The legislation requires that Groundwater Sustainability Agencies (GSAs) are established for groundwater basins ranked as medium- or high-priority, indicating that the basins are at risk of overdraft and/or a decline in water quality. Once GSAs are formed, Groundwater Sustainability Plans (GSPs) must be adopted and the groundwater basin must achieve sustainability by 2042. Development of a GSP is optional for Lower Ventura River Basin based on its very low priority status (DWR 2020, 2023a). This groundwater basin has a very low-priority status based on total groundwater use of less than 2,000 acre-feet per year (DWR 2023a).

The City of Ventura is the water purveyor for the Development Area (VCPW 2023a). The City obtains its water from a blend of imported water, groundwater from City wells, and treated surface water to meet demands (VCPW 2015; Ventura Water 2015). City groundwater supplies, which compose approximately 65% of the City's total supply, are derived from the Mound, Oxnard Plain, and Santa Paula Groundwater Basins of Ventura County. As illustrated in Figure 5.10-2, the Mound Groundwater Basin, which underlies the northern part of the Ventura coastal plain, is designated a high-priority basin with respect to SGMA. The Mound Basin GSA has been recognized by DWR as the GSA for the basin (Kennedy/Jenks Consultants 2021). The Final Draft Mound Basin GSP was submitted to DWR in October 2021 (Bondy Groundwater Consulting 2021) but has not been formally adopted by DWR (Mound Basin GSA 2023). DWR has recognized the Fox Canyon GSA, a high priority basin with respect to SGMA, as the GSA for the Oxnard Plain Groundwater Basin, located in southern Ventura County (Kennedy/Jenks Consultants 2021). The Final GSP for the Oxnard Subbasin was submitted to DWR in December 2019 (Dudek 2019) and it was adopted by DWR on November 18, 2021 (DWR 2021). The Santa Paula Groundwater Basin is adjudicated and exempt from the GSA process (Kennedy/Jenks Consultants 2021).

5.10.1.6 Flooding

Flood Risk

As illustrated in Figure 5.10-3, Flood Map, the Project Site is located within an Area with Reduced Flood Risk due to Levee (Zone X), as mapped by FEMA's National Flood Insurance Program (NFIP), which establishes floodways and flood zones on Flood Insurance Rate Maps (FIRMs). Based on FEMA FIRM 06111C0741F, effective January 29, 2021, the Project Site is protected from the 1% annual chance flood (i.e., 100-year flood) by the levee system (FEMA 2021).

The Ventura County Watershed Protection District (VCWPD) is the responsible agency for the Ventura River levees in the City of Ventura (VR-1 and VR-2) in addition to several other levees throughout Ventura County (FEMA 2007; City of Ventura 2023). The VR-1 levee lies approximately 650 feet west of the Development Area, extending north from the Pacific Ocean approximately 2.6 miles along the eastern bank of the Ventura River. The levee was constructed by the U.S. Army Corps of Engineers (USACE) in 1948 and has been operated by VCWPD since 1963. Levee VR-1 is a Provisionally Accredited Levee (PAL), which are those for which levee certification by FEMA is

underway. The embankment is composed of earthen material, with rock side slopes on the river side and land side of the levee (VCPW 2023b). The VR-2 levee is located on the eastern side of the Ventura River near the community of Casitas Spring, approximately 5 miles north of the Project Site.

VCWPD has proactively been addressing levee rehabilitation as identified in their 2022 Multi-Jurisdictional Hazard Mitigation Plan. As specifically noted therein, "Ventura County Watershed Protection is engaged in preliminary design and CEQA [California Environmental Quality Act] work for levee retrofit and/or flood-protection enhancement projects required to certify all its levees in compliance with federal levee certification requirements" (County of Ventura 2022). VCWPD is in the permitting and environmental review process associated with upgrades to the VR-1 levee. The CEQA scoping process began on September 9, 2020, and ran through October 8, 2020. Subsequently, "the County submitted 60% design plans to USACE for review in early 2021" (VCPW 2021; 2023b).

The VR-1 levee has never been breached or overtopped since its construction in 1948. The County has an emergency action plan for flooding, a flood warning system, evacuation order protocols that include potential levee breaches, which are administered by the County Sheriff's Office of Emergency Services.

Tsunamis and Seiches

The Project Site is located 1.5 miles north of the coast, at an elevation of about 65 feet above mean sea level. The Project Site is not located within a tsunami inundation area (Appendix I, Report of Geotechnical Investigation; CGS 2023).

A seiche occurs in a closed or restricted body of water such as a lake or within a harbor. Based on the lack of an enclosed body of water adjacent to the Project Site, there is no potential for a seiche to impact the Project Site.

5.10.2 Regulatory Setting

5.10.2.1 Federal

Clean Water Act

The CWA was first introduced in 1948 as the Water Pollution Control Act. The CWA authorizes Federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. The primary goals of the CWA are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. As such, the CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA also sets forth a number of objectives in order to achieve the above-mentioned goals. These objectives include regulating pollutant and toxic pollutant discharges; providing for water quality that protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources of pollution.

Since its introduction, major amendments to the CWA have been enacted (e.g., 1961, 1966, 1970, 1972, 1977, and 1987). Amendments enacted in 1970 created the EPA, while amendments enacted in 1972 deemed the discharge of pollutants into waters of the United States from any point source unlawful unless authorized by an EPA National Pollutant Discharge Elimination System (NPDES) permit. Amendments enacted in 1977 mandated development of a "Best Management Practices" Program at the state level and provided the Water Pollution Control Act with the common name of "Clean Water Act," which is universally used today. Amendments enacted in 1987 required EPA to create specific requirements for discharges.

In response to the 1987 amendments to the CWA and as part of Phase I of its NPDES permit program, EPA began requiring NPDES permits for: (1) municipal separate storm sewer systems (MS4) generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs 5 acres or more of land. Phase II of EPA's NPDES permit program, which went into effect in early 2003, extended the requirements for NPDES permits to: (1) numerous small municipal separate storm sewer systems, (2) construction sites of 1 to 5 acres, and (3) industrial facilities owned or operated by small municipal separate storm sewer systems. The NPDES permit program is typically administered by individual authorized states.

In 2008, EPA published draft Effluent Limitation Guidelines for the construction and development industry. On June 27, 2016, EPA finalized its 2016 Effluent Guidelines Program Plan.

In California, the NPDES stormwater permitting program is administered by SWRCB, which was created by the State Legislature in 1967. The joint authority of water distribution and water quality protection allows SWRCB to provide protection for the state's waters through its nine RWQCBs. The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. The RWQCBs develop "basin plans" for their hydrologic areas, issue waste discharge requirements, enforce action against stormwater discharge violators, and monitor water quality.

Section 303 of the Clean Water Act (Beneficial Use and Water Quality Objectives)

The LARWQCB is responsible for the protection of the beneficial uses of waters within the Project area. The LARWQCB uses its planning, permitting, and enforcement authority to meet its responsibilities adopted in the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) (LARWQCB 2020) to implement plans, policies, and provisions for water quality management.

In accordance with state policy for water quality control, LARWQCB employs a range of beneficial use definitions for surface waters, groundwater basins, marshes, and mudflats that serve as the basis for establishing water quality objectives and discharge conditions and prohibitions. The Basin Plan has identified existing and potential beneficial uses supported by the key surface water drainages throughout its jurisdiction (LARWQCB 2020). Under CWA Section 303(d), the State of California is required to develop a list of impaired water bodies that do not meet water quality standards and objectives. A TMDL defines how much of a specific pollutant/stressor a given water body can tolerate and still meet relevant water quality standards. LARWQCB has developed TMDLs for select reaches of water bodies.

Section 401 of the Clean Water Act (Water Quality Certification)

Section 401 of the CWA requires that an applicant for any federal permit (e.g., a USACE Section 404 permit) obtain certification from the state, requiring that discharge to waters of the United States would comply with provisions of the CWA and with state water quality standards. For example, an applicant for a permit under Section 404 of the CWA must also obtain water quality certification per Section 401 of the CWA. Section 404 of the CWA requires a permit from the ACOE prior to discharging dredged or fill material into waters of the United States, unless such a discharge is exempt from CWA Section 404. For the Project area, LARWQCB must provide the water quality certification required under Section 401 of the CWA. Water quality certification under Section 401 of the CWA, as well as the associated requirements and terms, is required in order to minimize or eliminate the potential water quality impacts associated with the action(s) requiring a federal permit.

Section 402 of the Clean Water Act (National Pollutant Discharge Elimination System)

The NPDES permit program, as authorized by Section 402 of the CWA, was established to control water pollution by regulating point sources that discharge pollutants into waters of the United States (33 USC 1342). In the state of California, EPA has authorized the SWRCB permitting authority to implement the NPDES program. Regulations (Phase II Rule) that became final on December 8, 1999, expanded the existing NPDES Program to address stormwater discharges from construction sites that disturb land equal to or greater than 1.0 acres and less than 5.0 acres (small construction activity). The regulations also require that stormwater discharges from MS4s be regulated by an NPDES General Permit for Storm Water Discharges Associated with Construction Activity, Order No. 2022-0057-DWQ (i.e., the Construction General Permit [CGP]).

The CGP requires that construction sites be assigned a Risk Level of 1 (low), 2 (medium), or 3 (high), based both on the sediment transport risk at the site and the receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards
- Good site management "housekeeping"
- Non-stormwater management
- Erosion and sediment controls
- Run-on and runoff controls
- Inspection, maintenance, and repair
- Monitoring and reporting requirements

The CGP requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which describes best management practices (BMPs) the discharger would use to protect stormwater runoff. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Each category contains specific BMPs to achieve the goals of the overarching category. Specific BMPs may include the following:

- **Soil Stabilizing BMPs:** Use of straw mulch, erosion control blankets or geotextiles, and/or wood mulching
- **Sedimentation Control BMPs:** Use of storm drain inlet protection, sediment traps, gravel bag berms, and fiber rolls
- **Waste Management BMPs:** Stockpile management, solid waste management, and concrete waste management
- **Good Housekeeping BMPs:** Vehicle and equipment cleaning, implementing water conservation practices, and implementing rules for fueling construction vehicles and equipment

Routine inspection of all BMPs is required under the provisions of the CGP. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. On

September 8, 2022, the SWRCB issued a new NPDES General Permit for Storm Water Associated with Construction Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002), which became effective September 8, 2022.

In the Project area, the CGP is implemented and enforced by the LARWQCB, which administers the stormwater permitting program. Dischargers are required to electronically submit a Notice of Intent (NOI) and permit registration documents in order to obtain coverage under this CGP. Dischargers are responsible for notifying the LARWQCB of violations or incidents of non-compliance, as well as for submitting annual reports identifying deficiencies of the BMPs and how the deficiencies were corrected. The risk assessment and SWPPP must be prepared by a State Qualified SWPPP Developer and implementation of the SWPPP must be overseen by a State Qualified SWPPP Practitioner. A Legally Responsible Person, who is legally authorized to sign and certify permit registration documents, is responsible for obtaining coverage under the permit.

Safe Drinking Water Act

Congress passed the Safe Drinking Water Act in 1974 to protect public health by regulating the nation's public drinking water supply. The act authorizes EPA to set national health-based standards for drinking water to protect against both naturally occurring and human-made contaminants that may be found in drinking water.

Per Section 1424(e) of the Safe Drinking Water Act, EPA established the Sole Source Aquifer Program in 1977 to help prevent contamination of groundwater from federally funded projects. The Sole Source Aquifer Program allows for EPA environmental review of any project that is financially assisted by federal grants or federal loan guarantees to determine whether such projects would have the potential to contaminate a sole source aquifer. The Wellhead Protection Program was developed as a part of the Ground Water Protection Strategy for States and Tribes under the 1986 Amendments to the Safe Drinking Water Act. The Wellhead Protection Program includes delineation of Wellhead Protection Program areas, detection of possible contamination, remediation and monitoring of contamination, contamination prevention, and public education and participation. In March 2021, EPA made a determination to issue drinking water regulations for perfluorooctanoic acid (PFOA) and perfluorooctane sulfonate (PFAS) and as part of that process issued a PFAS Strategic Roadmap in October 2021. This roadmap states that EPA will issue drinking water regulations for PFAs under an accelerated time frame.

National Flood Insurance Act

The National Flood Insurance Act of 1968 established the NFIP in order to provide flood insurance within communities that were willing to adopt floodplain management programs to mitigate future flood losses. The act also required the identification of all floodplain areas within the United States and the establishment of flood-risk zones within those areas. FEMA is the primary agency responsible for administering programs and coordinating with communities to establish effective floodplain management standards. FEMA is responsible for preparing FIRMs that delineate the areas of known special flood hazards and their risk applicable to the community. The program encourages the adoption and enforcement by local communities of floodplain management ordinances that reduce flood risks. In support of the program, FEMA identifies flood hazard areas throughout the United States on FEMA flood hazard boundary maps.

With respect to levees and the NFIP, FEMA will only recognize the flood hazard and risk mapping efforts of those levee systems that meet and continue to meet the requirements of 44 CFR 65.10. Technical data submitted to meet 44 CFR 65.10(b) requirements must be certified by a registered Professional Engineer. Additionally, the accreditation package must be certified by a Professional Engineer in its entirety to ensure that all 44 CFR 65.10

elements, topographic information, as well as the hydrology and hydraulics (H&H), as updated as warranted, are consistent with the information that is basis of accrediting the levee on the FIRM.

5.10.2.2 State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act of 1967 (California Water Code Section 13000 et seq.) is the basic water quality control law for California. The Act established the legal and regulatory framework for California's water quality control. The California Water Code authorizes the SWRCB to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants.

As discussed above, the State of California is divided into nine RWQCBs, governing the implementation and enforcement of the California Water Code and Clean Water Act. The Project Site is located within Region 4, also known as the Los Angeles Region (i.e., the LARWQCB). Each RWQCB is required to formulate and adopt a Basin Plan for its region. The LARWQCB's Basin Plan is a comprehensive document that reports beneficial uses for surface and groundwaters, defines narrative and numeric parameters to protect water quality, and describes implementation programs to protect waters throughout the Region. This Plan must adhere to the policies set forth in the Water Code and established by the SWRCB. The RWQCB is also given authority to include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste. The criteria for the Project area are contained in the Los Angeles Basin Plan, adopted by the LARWQCB on September 11, 2014, and updated through 2020 (LARWQCB 2020).

California Water Code

The California Water Code includes 22 kinds of districts or local agencies with specific statutory provisions to manage surface water. Many of these agencies have statutory authority to exercise some forms of groundwater management. For example, a Water Replenishment District (California Water Code Section 60000 et seq.) is authorized to establish groundwater replenishment programs and collect fees for that service, while a Water Conservation District (California Water Code Section 75500 et seq.) can levy groundwater extraction fees. Through special acts of the legislature, 13 local agencies have been granted greater authority to manage groundwater. Most of these agencies, formed since 1980, have the authority to limit export and even control some in-basin extraction upon evidence of overdraft or the threat of an overdraft condition. These agencies can also generally levy fees for groundwater management activities and for water supply replenishment.

California Toxics Rule

In 2000, EPA promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State. In 1994, a California state court revoked the State's water quality control plans, which contained numeric criteria for water quality. This was in direct violation of the CWA and required EPA action. EPA then implemented the California Toxics Rule based on Section 303(c)(2)(B) of the Clean Water Act, which dictates that states must adopt numeric criteria in order to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

Statewide General Order – Natural Gas Utility Discharges

SWRCB Order WQ 2017-0029-DWQ, General Permit No. CAG670001, Statewide General Order for Discharges from Natural Gas Utility Construction, Operations and Maintenance Activities regulates discharge from natural gas facilities, including discharges from excavation (e.g., conventional excavation and hydro-excavation), construction, testing (e.g., hydrostatic testing), maintenance, operation and/or repair activities. Therefore, these discharges may be regulated under a general order that serves as general waste discharge requirements for discharges to (1) waters of the United States, (2) non-federal surface waters, and/or (3) land, with the potential of reaching groundwater in California. Non-federal surface waters is synonymous with surface waters of the state that are not waters of the United States. This General Order includes findings, effluent limitations, and provisions that incorporate (1) water quality criteria from the California Toxics Rule and National Toxics Rule and (2) water quality objectives contained in water quality control plans, including Basin Plans, implemented by SWRCB and the nine RWQCBs.

Groundwater Management Act

In 1992, Assembly Bill 3030 was passed, which greatly increased the number of local agencies authorized to develop a groundwater management plan and set forth a common framework for management by local agencies throughout California. These agencies could possess the same authority as a water replenishment district to "fix and collect fees and assessments for groundwater management" (California Water Code Section 10754), provided they receive a majority of votes in favor of the proposal in a local election (California Water Code Section 10754.3).

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—Assembly Bill 1739, Senate Bill 1168, and Senate Bill 1319—collectively known as SGMA. SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the DWR provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form GSAs to manage basins sustainably and requires those GSAs to adopt GSPs for crucial (i.e., medium- to high-priority) groundwater basins in California.

California Building Standards Code

The state regulations protecting structures from geo-seismic hazards are contained in the California Building Code (CBC) (24 CCR Part 2), which is updated on a triennial basis. These regulations apply to public and private buildings in the state. Until January 1, 2008, the CBC was based on the then-current Uniform Building Code and contained additions, amendments, and repeals specific to building conditions and structural requirements of the State of California. The 2022 CBC, effective January 1, 2023, incorporates by reference the 2021 International Building Code of the International Code Council, with necessary California amendments.

The updated 2022 CBC requires new flood hazard documentation, in accordance with Chapter 16, Section 1612.4. Item 1.3 requires the flood emergency plan required by American Society of Civil Engineers (ASCE) 24 to be included in construction documents. ASCE 24-14, Flood Resistant Design and Construction, states the minimum requirements and expected performance for the siting and design and construction of buildings and structures in flood hazard areas that are subject to building code requirements. Types of buildings and structures include commercial, residential, industrial, educational, healthcare, critical facilities, and other occupancy types. Buildings

and structures designed according to ASCE 24 are better able to resist flood loads and flood damage. FEMA deems ASCE 24 to meet or exceed the minimum NFIP requirements for buildings and structures. ASCE 24 includes additional specificity, some additional requirements, and some limitations that are not in NFIP regulations. Buildings and structures within the scope of the International Building Code and proposed to be located in any flood hazard area must be designed in accordance with ASCE 24.

5.10.2.3 Regional

Los Angeles Regional Water Quality Control Board Basin Plan

As mentioned above, the LARWQCB Basin Plan was written and implemented by the LARWQCB to preserve and enhance water quality throughout Ventura County. The Basin Plan outlines water quality parameters for both inland surface waters and for groundwaters for a wide variety of water quality constituents. Specifically, the Basin Plan (1) identifies beneficial uses for surface and ground waters, (2) includes the narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and (3) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan.

5.10.2.4 Local

California Public Utilities Commission (CPUC) decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. CPUC General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.10.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2, Introduction, lists the local authorizations that may be required for Project construction and operation.

Ventura County Technical Guidance Manual for Stormwater Quality Measures

The Ventura County Technical Guidance Manual for Stormwater Quality Measures (2011, updated in 2018) provides guidance for the implementation of stormwater management control measures in new development and redevelopment projects in the County of Ventura and the incorporated cities therein. These guidelines are intended to improve water quality and mitigate potential water quality impacts. These guidelines have been developed to meet the Planning and Land Development requirements contained in Part 4, Section E of the LARWQCB MS4 permit (Order R42010-0108) for new development and redevelopment projects (Geosyntec/Larry Walker Associates 2018).

City of Ventura Municipal Code

The City's Floodplain Regulations are intended to implement the NFIP set forth in federal law (Title 44 of the CFR) and include five chapters in the City's Municipal Code: 12.410 – General Provisions, 12.420 – Definitions, 12.430 – Floodplain Development Standards, 12.440 Flood Area Development Permits, and 12.450 Variances.

Chapter 12.430, Floodplain Development Standards, describes the floodplain development standards applicable to the construction of any new structure, any substantial improvement of an existing structure, and/or any other

development occurring in a special flood hazard area located in the City. Section 12.420.370, Special flood hazard area, states that a "special flood hazard area" is an area identified by FEMA as an area with a special flood or mudflow, and/or flood-related erosion hazard, as shown on a flood hazard boundary map or FIRM. Areas within the special flood hazard area are designated on the FIRM as Zone A, AO, A1-A30, AE, A99, AH, AR, AR/A, AR/AE, AR/AH, AR/AO, AR/A1-A30, V1- V30, or V. Land areas that are at high risk for flooding or subject to a 1% or greater chance of flooding in any given year are designated as special flood hazard areas.

City of Ventura General Plan

The City of Ventura General Plan (City of Ventura 2005) contains the following actions related to hydrology and water quality:

Policy 5a: Follow an approach that contributes to resource conservation.

Action 5.4: Update the Urban Water Management Plan as necessary in compliance with the State 1983 Urban Water Management Plan Act.

Action 5.16: Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to predevelopment levels.

Action 5.17: Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara rivers and other watercourses.

5.10.3 Impact Questions

The Project's potential impacts on hydrology and water quality were evaluated using the impact questions set forth in Appendix G of the CEQA Guidelines. There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to hydrology and water quality (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.10-1 and discussed in more detail in Section 5.10.4, Impact Analysis.

Table 5.10-1. Checklist for Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY – Would the project:				
5.10a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Table 5.10-1. Checklist for Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5.10b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
5.10c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) 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; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☒	☐
5.10d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
5.10e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

5.10.4 Impact Analysis

Methodology and Assumptions

Project impacts related to hydrology and water quality were evaluated against the CEQA significance criteria, as discussed below. This section evaluates potential Project impacts from the construction phase and the operation and maintenance phase.

5.10a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction

Less-Than-Significant Impact. No grading or earthwork would be required at the Staging Area, which is a fully paved property adjacent to the Project Site that would be used only as a temporary laydown yard for construction equipment. The Project Site would require grading and earthwork that would result in approximately 6,000 cubic yards combined cut and fill. The topography of the Project Site is relatively flat. No vegetation clearing would occur on the Project Site as part of the Project, because the Project Site currently has only sparse ornamental trees. A temporary ramp would be constructed to allow for trucks to enter through the western-adjacent property (Staging Area). The ramp is estimated to be 35 feet in width and 100 feet in length. The ramp would consist of clean fill and then overlay with an asphalt layer throughout. Installation of a stormwater detention basin on the Project Site would require excavation.

Grading would have the potential to result in local soil erosion during excavation, grading, trenching, and soil stockpiling. Construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. During the construction phase of the Project, petroleum hydrocarbons in Project Site runoff could result from construction equipment/vehicle fueling or spills. The accidental spill of hazardous materials could adversely affect the water quality of stormwater and the Ventura River.

As discussed in Section 5.9, Hazards, Hazardous Materials, and Public Safety, of this PEA, construction activities would be required to comply with numerous hazardous materials regulations designed to ensure that hazardous materials are transported, used, stored and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of construction-related fuels or other hazardous materials into the environment, including stormwater and nearby surface water bodies. As discussed in Section 5.9, pursuant to California Health and Safety Code, Division 20, Chapter 6.95, the contractors would be required to prepare and implement a Hazardous Materials Business Plan, or update the existing plan, that would require that hazardous materials to be properly used and stored in appropriate containers, that spill prevention measures are implemented, and that spill response procedures are in place to respond to accidental releases. The California Fire Code would also require measures for the safe storage and handling of hazardous materials.

Construction activities would be conducted in compliance with Ventura County Air Pollution Control District (VCAPCD) Rule 55 – Fugitive Dust (see Section 5.3, Air Quality), which prohibits visible dust from leaving the property line of a property and would require minimization of wind erosion at the Project Site. Additionally, compliance with the SWRCB regulations requires preparation and implementation of a SWPPP, in accordance with the NPDES CGP. The SWPPP must include BMPs, including erosion control measures and proper handling of petroleum products, such as proper petroleum product storage and spill response practices, to prevent pollution in stormwater discharge. Some BMPs that may be utilized include silt fences to limit both water and soil discharge and limiting grading activities during the rainy season to limit pollutant discharge. The construction-phase BMPs would assure effective control of not only sediment discharge, but also of pollutants associated with sediments, such as nutrients, heavy metals, and pesticides. As set forth in Project BMP-WQ-1 (provided in full in Section 5.10.7.2), SoCalGas would include Project-specific BMPs in the SWPPP, such as the requirement to cover and contain inactive stockpiles to reduce fugitive dust and runoff from

stormwater, and the requirement to ensure that all stockpiled material (e.g., soil from excavation, cold patch asphalt, and/or other paving materials) be covered and protected when inactive (not actively in use) and prior to the onset of precipitation or a high wind event. These BMPs would be applied to both the Project Site and the off-site Staging Area. Through compliance with these existing regulations, the Project's short-term construction would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality. Construction impacts from the Project would be less than significant.

Operation

Less-Than-Significant Impact. The Project would involve (1) installing two new 1,900 HP natural-gas-driven compressors (natural gas compressors), a new natural gas standby generator, and two new 2,500 nominal HP electric-motor-driven compressors (electric compressors); (2) erecting a new 10,458-square-foot compressor building; (3) erecting a new 4,641-square-foot permanent office building; (4) erecting a new 5,459-square-foot warehouse; (5) installing a new 8-foot-tall perimeter block wall to replace the existing west and south chain-link fence/block wall; and (6) implementing other ancillary site improvements, such as piping interconnection and storage tanks.

The potential sources of pollution in runoff from the proposed facilities would be expected to include oil, grease, petroleum products, and automobile-related pollutants. Other potential pollutants that may be generated by the Project include maintenance products (e.g., paints, solvents, cleaning products), and refrigerants associated with building mechanical heating, ventilation, and air conditioning (HVAC) systems. The potential impacts of these substances on biological resources are discussed in Section 5.4, Biological Resources, of this PEA. Oil, grease, and heavy metals can enter dry-weather and stormwater runoff from vehicle leaks and vehicle maintenance activities, and metals can enter runoff as surfaces corrode, decay, or leach.

Potential water quality impacts would be minimized through implementation of the proposed stormwater detention and filtration system, as described and illustrated in the Project-specific Hydrology Drainage Report, which is in compliance with the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (Technical Guidance Manual) (Geosyntec/Larry Walker Associates 2018). Stormwater at the Project Site would be diverted to catch basins, which would be connected to an underground stormwater pipe system that ultimately would drain into a proposed approximately 8,000-square-foot stormwater detention basin at the southeast corner of the facility. The calculated detention volume is 46,000 cubic feet, with an additional volume of 20% recommended for sediment storage (Appendix L). Stormwater would then be pumped through a mechanical water infiltration/treatment system before flowing into the existing stormwater sewer. In compliance with the Ventura County Technical Guidance Manual, the amount of detained stormwater would be equal to the 85th percentile 24-hour runoff event, determined for the Project Site as the maximized capture stormwater volume using a 48- to 72-hour drawdown time (Appendix L).

As indicated in Section 5.9, all hazardous materials would be stored in compliance with all applicable federal, state, and local regulations, and the waste materials would be transported off site as needed by a licensed contractor for proper treatment and disposal, thus minimizing the potential for spills and impacts to stormwater quality.

With detention and filtration of stormwater runoff and compliance with hazardous materials storage regulations, the Project's long-term operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, operational impacts from the Project would be less than significant.

5.10b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

No Impact. The City of Ventura is the water purveyor for the Project Site. Approximately 65% of the City's total supply are derived from the Mound, Oxnard Plain, and Santa Paula groundwater basins of Ventura County. The Mound and Oxnard Plain groundwater basins are designated a high-priority basin with respect to SGMA. The Final Draft Mound Basin GSP was submitted to DWR in October 2021, but has not been formally adopted by DWR. The Final GSP for the Oxnard Subbasin was adopted by DWR on November 18, 2021. The Santa Paula Groundwater Basin is adjudicated and exempt from the GSA process. However, water demand for the Project would be the same as under existing conditions. With no significant increase in water demand, the Project would not decrease groundwater supplies, in comparison to existing conditions; as a result, it would not impede sustainable groundwater management of the Mound, Oxnard, and Santa Paula Groundwater Basins.

Currently, areas between existing structures and equipment on the Project Site are either paved with asphalt or covered with compacted gravel, and the off-site Staging Area is paved. Following Project construction, areas between structures and equipment would similarly be covered with compacted gravel or asphalt and there would be negligible opportunities for infiltration in the Development Area in the existing condition and the proposed condition. The discharge of the collected stormwater to the local stormwater system would be controlled through the stormwater detention system, and only discharge within the allowable limits of the agreed upon permit. Because pre-development and post-development Development Area conditions are pavement and compacted gravel, the post-development stormwater discharge rate would not exceed the pre-development discharge rate. Therefore, the potential for stormwater infiltration in the Development Area would not be substantively altered by implementation of the Project. As a result, the Project would not interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the Lower Ventura River Basin; therefore, no impact would occur.

5.10c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Construction

No Impact. As described in Section 5.10a, construction activities would be conducted in compliance with VCAPCD Rule 55 – Fugitive Dust (see Section 5.3), which would require minimization of wind erosion at the Project Site. Compliance with the SWRCB regulations requires preparation and implementation of a SWPPP, in accordance with the NPDES CGP. The SWPPP must include BMPs, including erosion control measures and proper handling of petroleum products, such as proper petroleum product storage and spill response practices, to prevent pollution in stormwater discharge. Some BMPs that may be utilized include silt fences to limit both water and soil discharge, and limiting grading activities during the rainy season to limit pollutant discharge.

The construction-phase BMPs would assure effective control of sediment discharge. Through compliance with these existing regulations, the short-term construction of the Project would result in no erosion or siltation impacts.

Operation

No Impact. The Project Site is currently paved with asphalt and compacted gravel. As indicated in the Hydrology Drainage Report (Appendix L), overall Project Site disturbance would be greater than 50% of the Project Site; therefore, the Stormwater Quality Design Volume (i.e., required amount of stormwater detention) must consider disturbance of the entire Project Site. In compliance with the Ventura County Technical Guidance Manual, the amount of detained stormwater would be equal to the 85th percentile 24-hour runoff event, determined for the Project Site as the maximized capture stormwater volume using a 48- to 72-hour drawdown time. This approach yielded a detention volume of 46,000 cubic feet, with an additional volume of 20% recommended for sediment storage. For detained water to be discharged to the City stormwater sewer in a 24-hour period, a 240 gallon-per-minute discharge rate must be maintained. With construction of a detention basin in the southeast corner of the Project Site, as well as the compressed gravel on the Project Site in both pre- and post-development conditions, post-construction runoff rates would be less than or equal to existing runoff rates (Appendix L).

In addition, the Project Site is relatively flat and would remain relatively flat following construction. Cut and fill grading would be completed primarily for over-excavation and recompaction of unsuitable soils beneath proposed foundations. Drainage across the Project Site would not change substantially. Based on this fact, in combination with the proposed construction of a stormwater capture and detention basin and compliance with existing regulations, the long-term operation of the Project would not have erosion or siltation impacts.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. As discussed in Sections 5.10a and 5.10c(i), stormwater at the Project Site would be diverted to catch basins, which would be connected to an underground stormwater pipe system that ultimately would drain into a proposed detention basin at the southeast corner of the facility. Stormwater would then be pumped through a mechanical water infiltration/treatment system before flowing into the existing stormwater sewer. In compliance with the Ventura County Technical Guidance Manual, the amount of detained stormwater would be equal to the 85th percentile 24-hour runoff event, determined for the Project Site as the maximized capture stormwater volume using a 48- to 72-hour drawdown time. As a result, stormwater runoff rates would be comparable to under existing conditions. In addition, the Project Site is relatively flat and would remain relatively flat following construction. Drainage across the Project Site would not change substantially. Based on this fact in combination with the proposed construction of a stormwater capture and detention basin, the Project would not substantially alter the existing drainage of the Project Site such that increased stormwater runoff rates and associated on- or off-site flooding would occur.

iii) 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?

No Impact. As discussed in Sections 5.10c(i) and 5.10c(ii), the Project would not substantially alter the existing drainage of the Project Site such that increased stormwater runoff rates would exceed the capacity of existing or planned stormwater drainage systems. In addition, proposed stormwater controls would prevent potential flooding of proposed storage tanks and hazardous materials/waste containers. As indicated in Section 5.9 of this PEA, all hazardous materials would be stored in compliance with all applicable federal, state, and local regulations, and the waste materials would be transported off site as needed by a licensed contractor for proper treatment and disposal, thus minimizing the potential for spills and impacts to stormwater quality. With detention and filtration of stormwater runoff and compliance with hazardous materials storage regulations, the Project would not create or contribute to runoff water that would provide substantial additional sources of polluted runoff. Therefore, no impacts would occur.

iv) Impede or redirect flood flows?

Less-Than-Significant Impact. As illustrated in Figure 5.10-3, the Project Site is located within an Area with Reduced Flood Risk due to Levee (Zone X). Based on FEMA FIRM 06111C0741F, effective January 29, 2021, the Project Site is protected from the 1% annual chance flood (i.e., 100-year flood) by the levee system. As described in Section 5.10.2.4, Regulatory Setting – Local, the City's Municipal Code Chapter 12.430, Floodplain Development Standards, describes the floodplain development standards applicable to the construction of any new structure, any substantial improvement of an existing structure, and/or any other development occurring in a special flood hazard area located in the City. Areas within the special flood hazard area are designated on the FIRM as Zone A, AO, A1-A30, AE, A99, AH, AR, AR/A, AR/AE, AR/AH, AR/AO, AR/A1-A30, V1- V30, or V. Because the Project Site is within an Area with Reduced Flood Risk due to Levee (Zone X), which is not designated as a special flood hazard area, there are no specific development standards or permits required for any development on the Project Site.

The Project construction would not be completed in a flood zone and therefore would not impede or redirect flood flows. The Project would be designed and constructed in accordance with all applicable FEMA and CBC regulations regarding potential flooding and would not substantially alter the existing drainage pattern of the Project Site or area in a manner that could impede or redirect flows. Impacts would therefore be less than significant.

5.10d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less-Than-Significant Impact. As discussed in Section 5.10c(iv), the Project Site is protected from the 1% annual chance flood (i.e., 100-year flood) by the levee system and is within Zone X. As previously described, VCWPD is in the permitting and environmental review process associated with upgrades to the VR-1 levee.

In addition, the Project Site would not be susceptible to tsunamis or seiches. As a result, Project construction would not be completed in a flood zone and therefore would not risk release of pollutants due to Project inundation. The Project would be designed and constructed in accordance with all applicable

FEMA and CBC regulations regarding potential flooding. As a result, the Project would not risk release of pollutants due to Project Site inundation and impacts would be less than significant.

5.10e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As discussed in Section 5.10a, construction activities would be completed in compliance with the NPDES CGP. The SWPPP must include BMPs, including erosion control measures and proper handling of petroleum products, such as proper petroleum product storage and spill response practices, to prevent pollution in stormwater discharge. The construction-phase BMPs would assure effective control of not only sediment discharge, but also of pollutants associated with sediments, such as nutrients, heavy metals, and pesticides. Through compliance with these existing regulations, the Project would not result in adverse water quality impacts related to soil erosion and incidental releases of hazardous materials during the construction phase.

Potential water quality impacts during operations would be minimized through implementation of the proposed stormwater detention and filtration system, as described and illustrated in the Project-specific Hydrology Drainage Report (Appendix L). As indicated in Section 5.9, all hazardous materials would be stored in compliance with all applicable federal, state, and local regulations, and the waste materials would be transported off site as needed by a licensed contractor for proper treatment and disposal, thus minimizing the potential for spills and impacts to stormwater quality. With detention and filtration of stormwater runoff and compliance with hazardous materials storage regulations, water quality impacts would be minimized. As a result, Project construction and operations would not conflict with or obstruct implementation of a water quality control plan.

In addition, the Project would result in a negligible increase in water demand over existing conditions, as described in detail in Section 5.19, Utilities and Service Systems; therefore, no impacts would occur with respect to water supply and SGMA. As a result, Project construction and operations would not conflict with or obstruct implementation of a sustainable groundwater management plan. Therefore, no impact would occur.

5.10.5 Mitigation Measures

No impacts or less-than-significant impacts would occur as a result of the Project; therefore, no mitigation is required.

5.10.6 Level of Significance Summary

The Project would have a less-than-significant impact regarding violation of any water quality standards or waste discharge requirements or otherwise substantially degrading surface or groundwater quality.

The Project would have no impact regarding substantially decreasing groundwater supplies or interfering substantially with groundwater recharge, such that the Project may impede sustainable groundwater management of the basin.

The Project would have no impact regarding substantially altering the existing drainage pattern of the Project Site or area in a manner that would (1) result in substantial erosion or siltation on or off site, (2) substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site, or (3) create or contribute

runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Project would have a less-than-significant impact regarding substantially altering the existing drainage pattern of the Project site or area in a manner that would (4) impede or redirect flood flows.

The Project would have a less-than-significant impact regarding risk of pollutants due to Project inundation by flood, tsunami, or seiche.

The Project would have no impact regarding conflict or obstruction of implementation of a water quality control plan or sustainable groundwater management plan.

5.10.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

5.10.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that are applicable to hydrology and water quality.

5.10.7.2 Project Best Management Practices

BMP-WQ-1 Stormwater Pollution Prevention Program. The Construction General Permit (CGP) requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which describes best management practices (BMPs) the discharger would use to protect stormwater runoff. The Project Proponent will develop and implement a SWPPP in accordance with CGP requirements. Site-specific BMPs are anticipated to be incorporated into the SWPPP.

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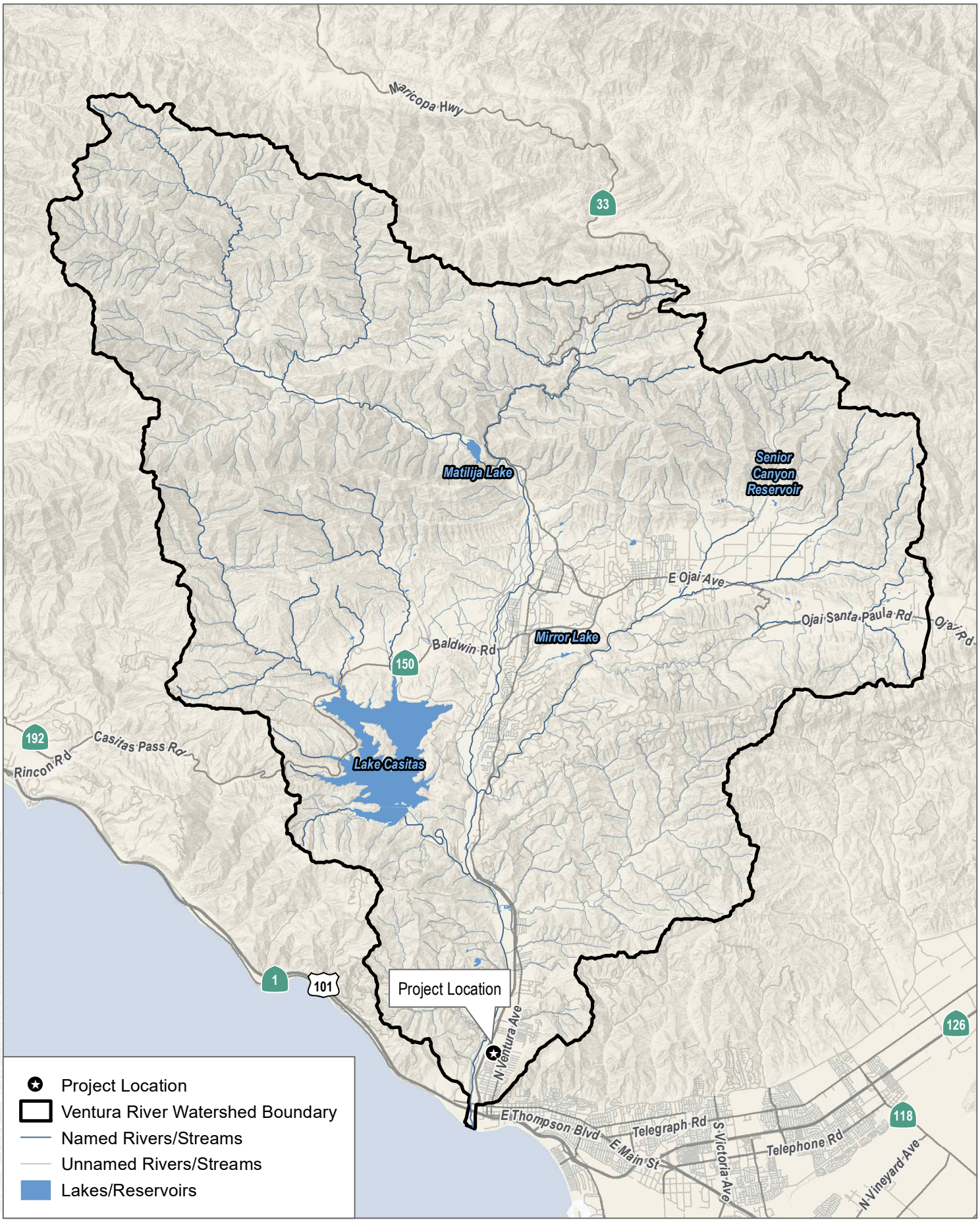

SOURCE: USGS National Hydrography Dataset

DUDEK

0 1.375 2.75 Miles

FIGURE 5.10-1

Ventura River Watershed

Ventura Compressor Station Modernization Project

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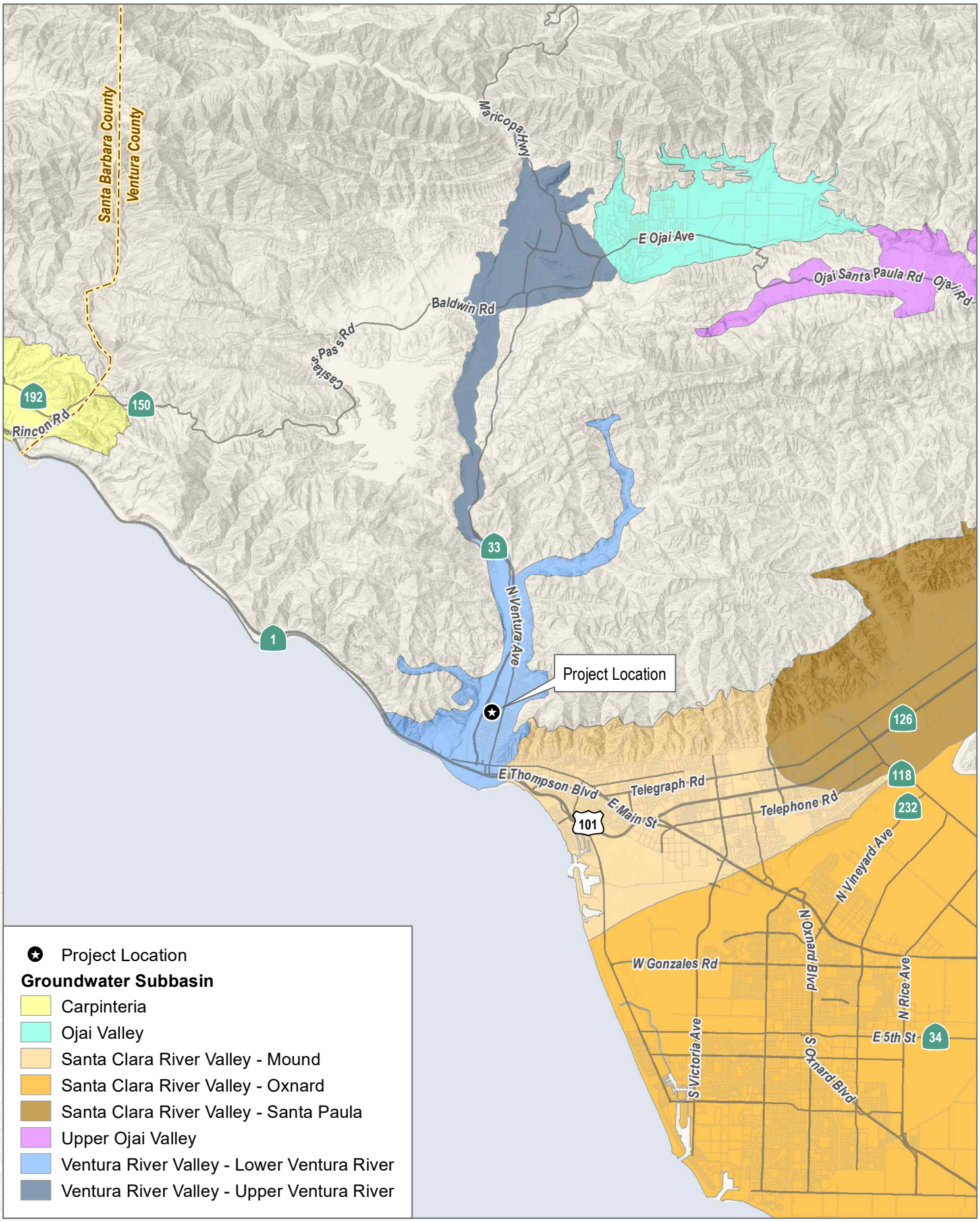

SOURCE: DWR Groundwater Basins

DUDEK

0 1.375 2.75 Miles

FIGURE 5.10-2

Ventura County Groundwater Basins

Ventura Compressor Station Modernization Project

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SOURCE: Esri and Digital Globe, Open Street Map, FEMA 2015

DUDEK

0 1,000 2,000 Feet

FIGURE 5.10-3

Flood Map

Ventura Compressor Station Modernization Project

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5.11 Land Use and Planning

This section describes existing conditions and potential impacts on land use and planning as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is based on publicly available documents and land use data, including the City of Ventura (City) General Plan (City of Ventura 2005a); County of Ventura (County) General Plan (County of Ventura 2020); City and County zoning maps and municipal codes (City of Ventura 2022; County of Ventura 2023a); and City and County interactive mapping tools (City of Ventura 2023; County of Ventura 2023b). Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.11.1 Environmental Setting

5.11.1.1 Land Use

This section discusses the existing land uses in the vicinity of the Project Site (which is an 8.42-acre parcel within the City of Ventura), the Project's consistency with associated land use policies and regulations, and the potential impacts to existing land use from the Project. Although projects to maintain natural gas facilities are generally exempt from local land use and zoning regulations, California Public Utilities Commission (CPUC) General Order (GO) No. 177 requires "the utility to consult with local agencies regarding land use matters." Utilities are also required to obtain any non-discretionary local permits. Even though the Project is exempt from local land use requirements, SoCalGas has considered and discussed below state and local land use plans as part of the current environmental review and Project design process.

Regional Location

As shown in Figure 2-1, Regional Location and Local Vicinity, in Chapter 2, Introduction, of this PEA, the Project Site and the proposed Staging Area (combined, the "Development Area") are located within the City, slightly east of SR-33 and the City boundary with the unincorporated County. Under existing conditions, regional access to the Development Area is via SR-33 and U.S. Route 101. Figure 5.11-1, General Plan Land Use, and Figure 5.11-2, Zoning, illustrate the General Plan land use and zoning in the Development Area and vicinity. Figure 5.11-3, Surrounding Land Uses, illustrates existing development (by use type) and other notable facilities adjacent to and near the Development Area, as described in further detail below.

Development Area Land Use Designation and Zoning

The Development Area is in the Westside Community of the City. The Project Site is on an approximately 8.42-acre parcel (Assessor's Parcel Number [APN] 068-0-142-030) located at 1555 North Olive Street. An approximately 2.53-acre temporary construction Staging Area would be located adjacent to the west side of the Project Site on the T&T Crane property (i.e., the southern portion of APN 068-0-142-020). Figure 3-1, Project Site and Surrounding Land Uses, in PEA Chapter 3, Project Description, provides an aerial view of the Development Area. The Development Area's General Plan land use designation is Industry, which "encourages intensive manufacturing, processing, warehousing and similar uses, as well as light, clean industries and support offices" (City of Ventura 2005a). The Development Area's zoning is M-2 (General Industrial Zone), which allows for uses that include "Utility or Equipment Substations," defined as "electrical substations, natural gas pumping stations, transmitters, or translators, and utility relay or monitoring facilities" (City of Ventura 2023, Sections 24.115.3440 and

24.262.030).[1] Figures 5.11-1 and 5.11-2 illustrate the current City General Plan land use (Industry) and zoning (M-2) designations for the Development Area. Table 5.11-1 identifies land use designations and zoning for the Development Area and surrounding uses (discussed following the table).

Table 5.11-1. Land Use and Zoning

Use/Feature	Location	Land Use Designation	Zoning
Development Area (On and Off Site)			
Project Site (i.e., Ventura Compressor Station)	On site	Industry	M-2
Staging area (i.e., T&T Crane)	Off site (adjacent to the W of the Project Site)	Industry	M-2
West of North Olive Street (Off Site)			
Industrial	Adjacent to Development Area to the N and S	Industry	M-2
Single-family residence and storage yard	Adjacent to the NE corner of the Project Site	Industry	M-2
Industrial alleyway	Adjacent to the Staging Area to the W	Industry	M-2
Ventura River Trail	W of Development Area (adjacent to and E of SR-33)	Not Designated – ROW	ROW
SR-33	W of Development Area	Not Designated – ROW	ROW
Ventura River	W of Development Area (adjacent and west of SR-33)	Open Space (County)[a]	OS-160; HCWC (County)[b]
Hillsides, open space, and agriculture	W of the Ventura River and SR 33	Open Space (County)[a]	AE-40; OS-160 (County)[b]
East of North Olive Street (Off Site)			
E.P. Foster Elementary School	E of the Project Site (S of W. McFarlane Ave.)	Public/Institutional	R-1
Vacant building	E of Project Site (S of E.P. Foster Elementary School)	Public/Institutional	R-1
Residential	E of Project Site (N of West McFarlane Ave.)	Neighborhood Low	R-1
Industrial	E of Project Site (adjacent to residential use N of West McFarlane Ave.)	Industry	M-1

Sources: City of Ventura 2005a, 2023; County of Ventura 2020; 2023.
Notes: M-2 = General Industrial Zone; W = west; N = north; S = south; NE = northeast; E = east; SR = State Route; ROW = public right-of-way; OS = Open Space; HCWC = Habitat Connectivity Wildlife Corridor; AE = Agricultural Exclusive; R-1 = Single-Family Zone; M-1 = Limited Industrial Zone.
Unless otherwise indicated, land use designations and zoning are per the City General Plan and City Municipal Code, respectively.
[a] County General Plan (County of Ventura 2020).
[b] County Municipal Code (County of Ventura 2023).

[1] CPUC has overarching authority of natural gas utilities. Article XII, Section 8 of the California Constitution establishes CPUC's preemptive authority over matters over which the Legislature has granted CPUC regulatory powers. CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. CPUC's authority does not preempt special districts, such as air quality management districts, other state agencies, or the federal government. Additionally, SoCalGas would still have to obtain all ministerial permits from local jurisdictions.

Surrounding Uses, Land Use Designations, and Zoning

West of North Olive Street

Surrounding Uses/Features

The Development Area is located in the Westside Community of the City on the west side of North Olive Street, which is an approximately 30-foot-wide public right-of-way street. The Development Area is adjacent to industrial uses to the north and south and an alleyway to the west. There are additional industrial uses adjacent to the alleyway to the west. To the west of the industrial uses on the west side of the alleyway, the Ventura River Trail (Ojai Valley Trail Extension) runs north–south on the east side of SR-33. There is a small parcel (APN 068-0-090-340) adjacent to the northeast corner of the Project Site that separates the Development Area from North Olive Street that contains a single-family residence. The Project Site borders this parcel for approximately 190 feet.

Although the Development Area is located entirely within the City, lands in the unincorporated area of the County are located on the west side of SR-33. The Ventura River (located on the west side of SR-33 in the unincorporated County) is approximately 650 feet west of the Staging Area and approximately 900 feet west of the Project Site. The areas west of the Ventura River riparian corridor predominantly consist of open space and agricultural uses.

Land Use Designations and Zoning

The parcels adjacent to the Development Area to the north and south have a City General Plan land use designation of Industry and zoning of M-2 (City of Ventura 2023). The alleyway adjacent to the west of the Staging Area has a City General Plan land use designation of Parks and Open Space and zoning of M-2 (City of Ventura 2023). APN 068-0-090-340 (adjacent to the northeast corner of the Project Site) is designated Industry and zoned M-2 (City of Ventura 2023a).

The unincorporated County lands nearest to the Development Area (i.e., APN 068-0-141-01 on the west side of SR-33) have a County General Plan land use designation of Open Space and County zoning of Open Space (OS-160) with a Habitat Connectivity and Wildlife Corridor overlay zone (County of Ventura 2020, 2023).

East of North Olive Street

Surrounding Uses/Features

The land uses on the east side of North Olive Street directly across from the Project Site include E.P. Foster Elementary School and a vacant building. There are also industrial and residential uses north of West McFarlane Drive and south of E.P. Foster Elementary School. Other uses east of E.P. Foster Elementary School include industrial, commercial, and residential.

Land Use Designations and Zoning

E.P. Foster Elementary School and the vacant building are zoned R-1 (Single Family Zone) with a City General Plan land use designation of Public/Institutional (City of Ventura 2023). Parcels on the north side of West McFarlane Avenue (fronting North Olive Street and E.P. Foster Elementary School) are zoned R-1 with a City General Plan land use designation of Neighborhood Low (City of Ventura 2023). The parcel north of these residential uses is zoned M-1 (Limited Industrial Zone) and designated Industry by the City General Plan (City of Ventura 2023).

5.11.1.2 Special Land Uses

The Development Area is within the Westside Community Planning Area, which is generally bounded by the hillsides to the east, SR-33 to the west, Park Row Avenue on the south, and Ottawa Street on the north (City of Ventura 2012). The Westside Community Plan is intended to implement the City General Plan "…at the "neighborhood level" (City of Ventura 2012). There are no other special land use areas or zoning overlays (e.g., Specific/Corridor Plan, Coastal Zone, Hillside Management Zoning Overlay, National or State Wild and Scenic Rivers, National Historic Landmarks, or National Natural Landmarks) in or adjacent to the Development Area (City of Ventura 2022, 2023; NPS 2023; DOI 2023; USFWS 2023).

5.11.1.3 Habitat Conservation Plan

As discussed in Section 5.4, Biological Resources, of this PEA, the Development Area is not within an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) (CDFW 2021). The nearest HCP or NCCP area is the Southwest San Joaquin Valley NCCP and HCP area, located approximately 40 miles north of the Development Area (CDFW 2021).

5.11.2 Regulatory Setting

5.11.2.1 Federal

No federal laws or regulations related to land use and planning are applicable to the Project.

5.11.2.2 State

California Public Utilities Commission

A "public utility" is defined by the California Public Utilities Code Section 216(a)(1) to include "every common carrier, toll bridge corporation, pipeline corporation, gas corporation, electrical corporation, telephone corporation, telegraph corporation, water corporation, sewer system corporation, and heat corporation, where the service is performed for, or the commodity is delivered to, the public or any portion thereof." Moreover, according to California Public Utilities Code Section 216(b), carriers and corporations that fall within the definition of a public utility are "subject to the jurisdiction, control, and regulation of the commission [CPUC]." Therefore, SoCalGas is subject to the jurisdiction, control, and regulation of CPUC and is submitting a discretionary Certificate of Public Convenience and Necessity (CPCN) application to CPUC in accordance with GO177 for approval. Thus, CPUC is the lead agency pursuant to the California Environmental Quality Act (CEQA).

Local plans and ordinances are evaluated in this PEA to assist CPUC in determining whether the Project would be consistent with locally adopted land use plans, goals, and policies. Article XII, Section 8, of the California Constitution states, "[a] city, county, or other public body may not regulate matters over which the Legislature grants regulatory power to the [Public Utilities] Commission." The California Public Utilities Code authorizes CPUC to "do all things, whether specifically designated in this act or in addition thereto, which are necessary and convenient in the exercise of such power and jurisdiction" (California Public Utilities Code Section 701). California Public Utilities Code Section 701 provisions generally authorize CPUC to permit public utilities to modify facilities, to secure adequate service or facilities, and to operate so as to promote health and safety. Thus, under the California Constitution and Public Utilities Code, CPUC has broad authority to preempt local regulation of public utilities. In

addition, as first noted above, in the context of gas utility projects, CPUC GO 177 Section VII.B states that "local jurisdictions acting pursuant to local authority are preempted from regulating gas utility facilities constructed by public utilities subject to the Commission's jurisdiction" (CPUC 2022). However, in siting such projects, GO 177 states that public utilities are required to consult with local agencies regarding land use matters (CPUC 2022).

Because CPUC has preemptive jurisdiction over the construction, maintenance, and operation of gas utility facilities in the state, no local discretionary permits (e.g., conditional use permits) or local plan consistency evaluations are required for the Project. However, SoCalGas would be required to obtain all applicable ministerial permits from local jurisdictions for the Project.[2] Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the authorizations that may be required for Project construction and operation.

5.11.2.3 Regional

No regional laws or regulations related to land use and planning are applicable to the Project.

5.11.2.4 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. GO 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.11.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1 lists the local authorizations that may be required for Project construction and operation.

City of Ventura General Plan

The City's General Plan was adopted on August 8, 2005, and evolved from the 2000 Ventura Vision strategies reflecting the planning objectives and smart growth principles of the community (City of Ventura 2005a). The City General Plan is the City's comprehensive framework of guiding policies on land use, housing, roads, recreation, historical and natural resources, balance of adequate water supply infrastructure, public safety services, and noise, and serves as a basis for regulatory and land use planning decisions. Each chapter, or element, of the General Plan includes a set of policies and actions to guide future decision making in the City.

As previously stated, the Project is not subject to local discretionary land use regulations. However, consistent with GO 177, which requires that public utilities "consult with local agencies regarding land use matters," SoCalGas has considered the following General Plan policies and actions (City of Ventura 2005a) in determining the design of the Project:

Chapter 1. Our Natural Community

Policy 1C: Improve protection for native plants and animals.

Action 1.17: Require development to mitigate its impacts on wildlife through the development review process.

[2] According to the County of Ventura Resources Management Agency, "A ministerial permit is a permit that is granted based upon determinations that the proposed project complies with established standards… These determinations are arrived at objectively, involve little or no personal judgment…" (County of Ventura 2023c).

Chapter 3. Our Well Planned and Designed Community

Policy 3E: Ensure the appropriateness of urban form through modified development review.

Action 3.27: Require the use of techniques such as digital simulation and modeling to assist in project review.

Chapter 4. Our Accessible Community

Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.

Action 4.13: Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.

Chapter 5. Our Sustainable Community

Policy 5B: Improve services in ways that respect and even benefit the environment.

Action 5.6: Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.

Action 5.7: Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development.

Action 5.16: Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.

Action 5.17: Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura.

Chapter 7. Our Healthy and Safe Community

Policy 7B: Minimize risk from geologic and flood hazards.

Action 7.8: To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.

Policy 7D: Minimize exposure to air pollution and hazardous substances.

Action 7.27: Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination).

City of Ventura Westside Community Plan

As discussed in Section 5.11.1, the Westside Community Plan is intended to implement the City General Plan at the neighborhood level. According to the City, "While the Westside Community Plan provides further direction on requirements and development standards for new development, policies and actions of the City General Plan remain applicable and in effect" (City of Ventura 2012).

As stated above, the Project is not subject to local discretionary land use regulations. However, consistent with GO 177, SoCalGas has considered the following Westside Community Plan policies and actions (City of Ventura 2012) in the design of the Project:

Policy 12 B: Follow a development approach that contributes to resource conservation in the Westside Community.

Action 12.1.4: Provide bio-filtering and groundwater recharging through low impact development (LID) and other careful design of new development in the Westside Community.

Policy 12 L: Preserve existing Westside neighborhood character and integrate local history and cultural heritage into urban form and daily life.

Action 12.3.4: Maintain the scale of new buildings compatible with existing neighborhoods.

Action 12.3.7: Maintain the existing historically built character with regard to the increments of building, blocks, and neighborhoods that form the Westside.

Policy 12 N: Revitalize former and present industrial sites in the Westside Industrial area south of Stanley Avenue.

Policy 12 O: Enhance the streetscape of the Westside.

Action 12.3.16: Protect existing trees and plant new trees, especially along Ventura Avenue.

Policy 12 AA: Minimize the Westside Community exposure to floods, landslides and hazardous substances.

Action 12.7.4: Monitor the use and storage of hazardous substances in the industrial areas to alleviate the risk of watercourse contamination along the Ventura River through development review and National Pollution Discharge Elimination System (NPDES) monitoring requirements.

City of Ventura Municipal Code

The City Municipal Code is a collection of municipal ordinances that are adopted by the City Council and enacted and enforced by the City. The City Municipal Code outlines the City's zoning requirements and helps implement the land use goals, policies, and actions identified in the City General Plan. As discussed previously, the Project is not subject to local discretionary land use regulations. The following City Municipal Code provisions relevant to the M-2 zone and "Utility of Equipment Substations" are provided for informational purposes only (City of Ventura 2022, Section 24.115.3440 and Chapter 24.262).

Section 24.115.3440, Utility or Equipment Substations

According to the City Municipal Code, "The Utility or Equipment Substations use type consists of utility maintenance, relay or distribution points or installations, or similar facilities. Typical uses of Utility or Equipment Substations include electrical substations, natural gas pumping stations, transmitters, or translators, and utility relay or monitoring facilities" (City of Ventura 2022, Section 24.115.3440). Although the Project is not subject to local discretionary permits for the reasons noted in Section 5.11.1, for the purposes of City zoning requirements, the Project could be considered a Utility or Equipment Substation (City of Ventura 2022, Section 24.115.3440).

Section 24.262, M-2 General Industrial Zone

According to City Municipal Code provisions, "Utility or Equipment Substations" uses "may be permitted [in the M-2 zone] subject to the provisions of [Chapter 24.262, M-2 General Industrial] and further provided that a use permit is approved pursuant to [City Municipal Code] Chapter 24.520" (City of Ventura 2022, Section 24.262.030). As discussed previously, the Project is not subject to local discretionary permitting and would not require an approved use permit. The maximum height of any building or structure in the M-2 zone is 75 feet (City of Ventura 2022, Section 24.262.070[C]).

5.11.3 Impact Questions

The Project's potential impacts on land use and planning were evaluated using the impact questions set forth in Appendix G of the CEQA Guidelines. No additional CEQA impact questions are included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to land use and planning (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.11-2 and discussed in more detail in Section 5.11.4, Impact Analysis.

Table 5.11-2. Checklist for Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING – Would the project:				
5.11a) Physically divide an established community?	☐	☐	☐	☒
5.11b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

5.11.4 Impact Analysis

Methodology and Assumptions

According to Section 15002(g) of the CEQA Guidelines, "a significant effect on the environment is defined as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project." As stated in Section 15064(b) of the CEQA Guidelines, the significance of an activity may vary with the setting. Per Appendix G of the CEQA Guidelines, the potential significance of Project impacts on land use and planning were evaluated for each of the criteria listed in Section 5.11.3, Impact Questions.

As discussed in Section 5.11.2, Regulatory Setting, CPUC has preemptive jurisdiction over the construction, maintenance, and operation of gas utility facilities in the state based on the California Constitution, the California Public Utilities Code, and GO 177 (CPUC 2022). Therefore, no local discretionary permits or local plan consistency evaluations are required for the Project. However, SoCalGas would be required to consult with and obtain all applicable ministerial permits from local jurisdictions for the Project (refer to Section 2.3.1 of this PEA). Furthermore, SoCalGas has considered local land use plans, policies, and regulations in the design of the Project, including policies and provisions set forth in the City General Plan and Municipal Code adopted for the purpose of avoiding or mitigating an environmental effect. The Project's consistency with these local provisions is discussed in this section in Section 5.11b for informational purposes.

5.11a) Would the project physically divide an established community?

No Impact. A compressor station has been in use at the Project Site since 1923 and the current equipment has been on site since the 1980s. Under Project conditions, the Project Site would continue to operate as a compressor station in support of the SoCalGas North Coastal System. The new equipment and supporting facilities would be located within and would operate entirely within the Project Site and would not result in any permanent changes to the existing land use patterns. Therefore, Project operation would not physically divide an existing community and no impact would occur.

5.11b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Project is consistent with the City's land use designation of Industrial and zoning of M-2. The Development Area's General Plan land use designation is "Industry," which "encourages intensive manufacturing, processing, warehousing and similar uses, as well as light, clean industries and support offices" (City of Ventura 2005a). According to City Municipal Code Section 24.115.3440, allowable uses within the M-2 zone include "Utility or Equipment Substations," which are defined as "electrical substations, natural gas pumping stations, transmitters, or translators, and utility relay or monitoring facilities" (City of Ventura 2023). The existing compression equipment was installed at the Project Site in the 1980s, and a compressor station has been in use at this site since at least 1923. The site would remain a compressor station under proposed conditions, which is an allowable use under the City's Industry designation and M-1 zoning. Per City Municipal Code Section 24.262.070(C), the maximum height of any building or structure in the M-2 zone is 75 feet. As discussed in Chapter 3, the tallest Project Site components are the two new 64-foot-tall exhaust stacks and the 62.5-foot-tall blowdown stack. Thus, the Project would be consistent with the existing City land use (Industry) and zoning (M-2). In addition, as described throughout this PEA, the Project substantially complies with the City's General Plan, the Westside Community Plan, and the Municipal Code.

As discussed in Sections 5.11.1 and 5.11.2.4, projects to maintain natural gas facilities are generally exempt from local land use and zoning regulations. In accordance with GO 177 Section VII, B. which "clarifies that local jurisdictions acting pursuant to local authority are preempted from regulating gas utility facilities constructed by public utilities subject to the Commission's jurisdiction, the Project is not required to obtain local discretionary permits. Therefore, the Project would not conflict with any applicable land use plan, policy, or regulation, and no impact would occur.

5.11.5 Mitigation Measures

No impact would occur as a result of implementation of the Project; therefore, no mitigation is required.

5.11.6 Level of Significance Summary

The Project would have no impact related to the potential to physically divide an established community.

The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; no impact would occur.

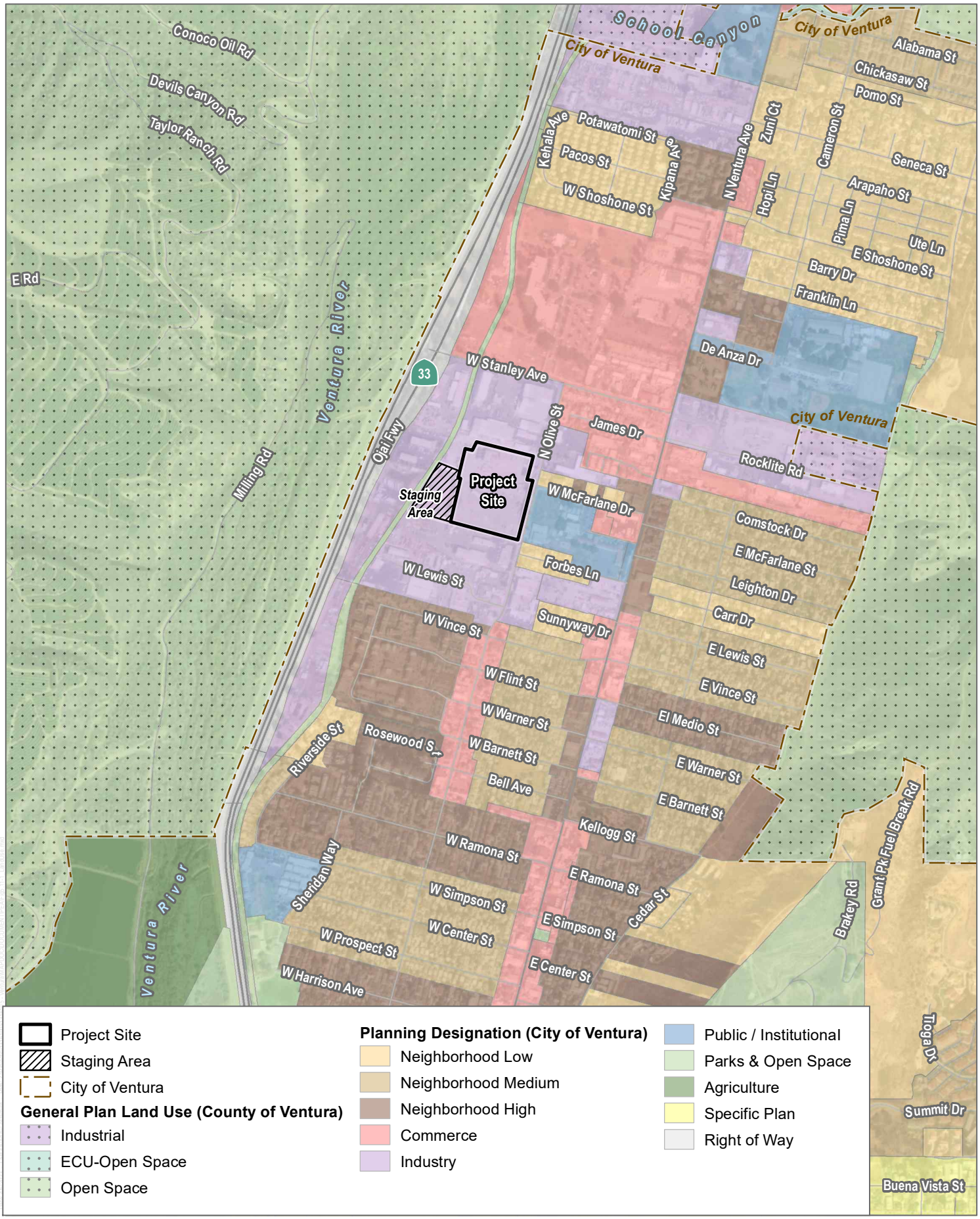
5.11.7 Avoidance and Minimization Measures

5.11.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that would be applicable to land use and planning.

5.11.7.2 Project Best Management Practices

No best management practices specifically applicable to land use and planning are proposed for the Project.



SOURCE: Esri and Digital Globe, Open Street Map

FIGURE 5.11-1

General Plan Land Use

Ventura Compressor Station Modernization Project

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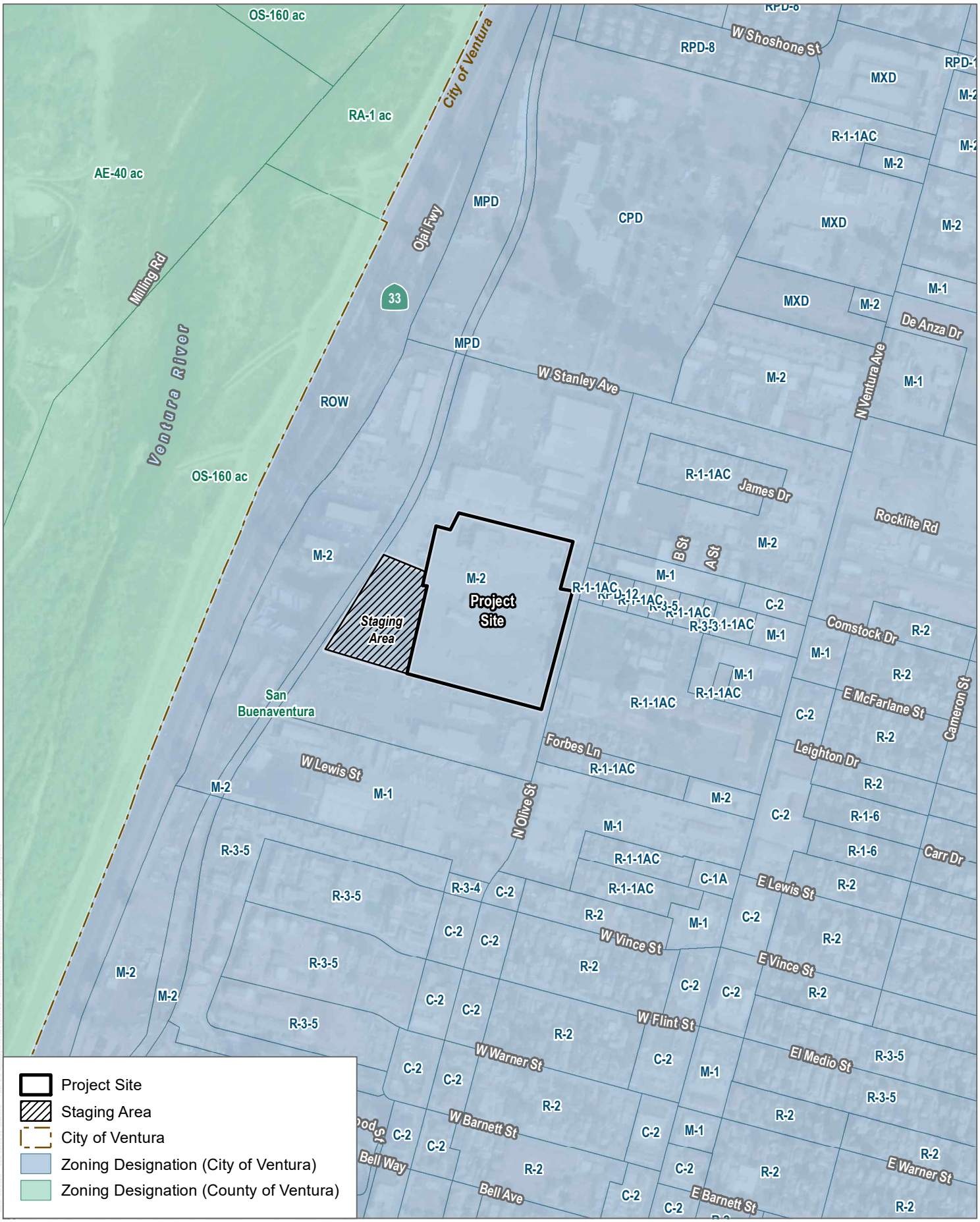

SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 250 500 Feet

FIGURE 5.11-2

Zoning

Ventura Compressor Station Modernization Project

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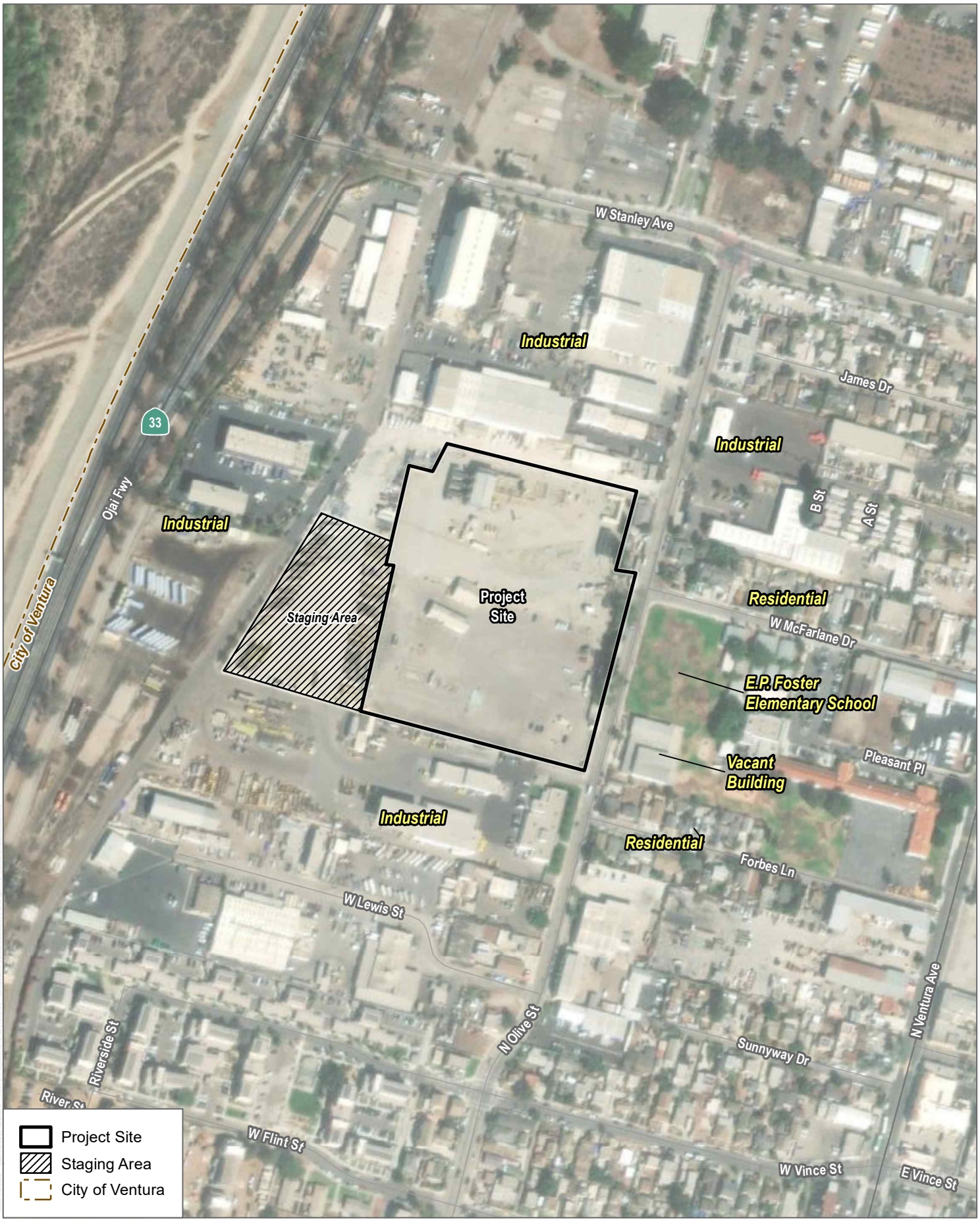

SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 150 300 Feet

FIGURE 5.11-3

Surrounding Land Uses

Ventura Compressor Station Modernization Project

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5.12 Mineral Resources

This section describes existing conditions and potential impacts on mineral resources as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is based on the City of Ventura's General Plan (2005 Ventura General Plan; City of Ventura 2005a) and publicly available data from the California Department of Conservation (DOC).

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.12.1 Environmental Setting

Mineral Resource Potential

As mandated by the Surface Mining and Reclamation Act of 1975 (SMARA), the California State Mining and Geology Board classifies California mineral resources with the Mineral Resource Zone (MRZ) system. The MRZ system characterizes both the location and known/presumed economic value of underlying mineral resources. The following guidelines are presented in SMARA's mineral land classification for the region (County of Ventura 2020):

- **MRZ-1.** Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2.** Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present (2a) or where such resources are inferred (2b).
- **MRZ-3.** Areas containing known mineral deposits that may qualify as mineral resources (3a) or areas containing inferred mineral deposits that may qualify as mineral resources (3b). Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2 category.
- **MRZ-4.** Areas where geologic information does not rule out either the presence or absence of mineral resources. The distinction between the MRZ-1 and MRZ-4 categories is important for land-use considerations. It must be emphasized that MRZ-4 classification does not imply that there is little likelihood for the presence of mineral resources, but rather there is a lack of knowledge regarding mineral occurrence. Further exploration work could well result in the reclassification of land in MRZ-4 areas to MRZ-3 or MRZ-2 categories.

According to the 2005 Ventura General Plan Final Environmental Impact Report (EIR), the two principal mineral resources in the City of Ventura (City) include aggregate and petroleum resources (City of Ventura 2005b). Aggregate resources include sand, gravel, and rock material, and comprise the basic ingredients for a large variety of rock products. The City is located in the Western Ventura production-consumption region (City of Ventura 2005b). Aggregate mining sites within and in the vicinity of the City exist along the Santa Clara River and activities have consisted primarily of the extraction of Portland cement concrete. Due to policies that restrict mining in and adjacent to the Santa Clara River, however, the Western Ventura production-consumption region has not been producing aggregate consistently since approximately 2000 (DOC 2022a).

Oil production has historically played an integral role in the City's development. Since the 1980s, however, oil production rates have been much lower in the area compared to previous decades (City of Ventura 2005a). Currently, the only remaining petroleum fields in the City's planning area are in the foothills to the north of the City and in the Ventura Avenue Corridor (City of Ventura 2005b). As such, the closest oil field to the Project Site is approximately 0.50 miles north of the Project Site. This oil field contains many active oil wells, the closest of which is located approximately 0.75 miles north of the Project Site (CalGEM 2022).

According to the City's General Plan EIR, the Project Site is located in an MRZ-3a zone, as shown on Figure 4.9-2 of the City's General Plan EIR. This is an area judged to have higher potential for mineral deposits than other areas classified as MRZ-3, although the significance of these resources cannot be evaluated from available data (City of Ventura 2005b).

Current Site Use

The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030) is located at 1555 North Olive Street within the City, slightly east of State Route 33. A temporary construction Staging Area (approximately 2.53 acres) is proposed immediately to the west of the Project Site. Under existing conditions, the Project Site is fully developed and contains natural gas compression equipment as well as structures related to the site's operation. The Project Site does not support any resource extraction activities, nor are there any active, plugged, or idle wells on the site (CalGEM 2022). Additionally, according to the U.S. Geological Survey, there are no active mining claims near or within the City (USGS 2023).

5.12.2 Regulatory Setting

5.12.2.1 Federal

There are no applicable federal policies or regulations related to mineral resources.

5.12.2.2 State

Surface Mining and Reclamation Act

SMARA is the primary source of law related to onshore surface mining in the state and delegates specific regulatory authority to local jurisdictions. SMARA requires the State Geologist (California Geological Survey) to identify all mineral deposits within the state and to identify any MRZs (i.e., MRZ-1 through MRZ-4) present. The distinctions between MRZ-1 through MRA-4 are detailed in Section 5.12.1, Environmental Setting. Local jurisdictions are required to enact specific procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans. A particular concern of state legislators in enacting SMARA was the premature loss of minerals and protection of sites threatened by development practices that might preclude future mineral extraction.

California Geological Survey Mineral Resources Project

The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources as mandated by SMARA. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate, including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. SMARA requires all cities and counties in the state to incorporate in their general plans the mapped MRZ designations approved by the California State Mining and Geology Board. The classification process involves the determination of Production/Consumption (P-C) regional boundaries based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content.

California Geological Energy Management Division

The California Geologic Energy Management Division (CalGEM), formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR), oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells, while working to help California achieve its climate change and clean energy goals. CalGEM regulates the drilling, operation, and permanent closure of energy resource wells (DOC 2022b).

5.12.2.3 Local

California Public Utilities Commission (CPUC) decisions, as well as California courts, have confirmed the CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was passed in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because the CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.12.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3, Environmental Review Process, in PEA Chapter 2, Introduction, lists the local authorizations that may be required for Project construction and operation.

2005 Ventura General Plan

The 2005 Ventura General Plan is a document prepared by the City that seeks to guide future conservation and change (City of Ventura 2005a). The City's General Plan, in coordination with the City's Development Code and a variety of other mechanisms, shapes the future of the City. The General Plan seeks to improve the environment; economy; planning, design, and circulation; social activity; and collaboration in the City. The City's General Plan contains a number of goals, policies, and actions that seek to support the targeted efforts of the General Plan. However, none of the goals contained in the 2005 Ventura General Plan pertain to the City's mineral resources.

5.12.3 Impact Questions

The Project's potential impacts on mineral resources were evaluated using the impact questions set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to mineral resources (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.12-1 and discussed in more detail in Section 5.12.4, Impact Analysis.

Table 5.12-1. Checklist for Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES – Would the project:				
5.12a) 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?	☐	☐	☐	☒
5.12b) 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?	☐	☐	☐	☒

5.12.4 Impact Analysis

Analysis of mineral resource impacts regarding known mineral resources that would be of value to the region and the residents of the state was based on the 2005 Ventura General Plan and figures developed by DOC. This analysis assumes that a potentially significant impact would occur if DOC has identified the Project Site as MRZ-2 and if the Project would result in a loss of known mineral resources of statewide importance. MRZ-2 areas are important in this analysis because they contain known mineral resources, while MRZ-1, MRZ-3, and MRZ-4 either do not contain these resources or there is not enough information available to determine whether resources are present. Therefore, impacts to areas identified as MRZ-2 are more likely to be significant regarding mineral resources than impacts in areas that are not identified as MRZ-2. The geographic scope of impacts associated with mineral resources generally encompasses the Project Site and a 2-mile radius around the Project Site.

Analysis of mineral resource impacts regarding locally important mineral resource recovery sites delineated on a local general plan, specific plan, or other land use plan was based on the 2005 Ventura General Plan, figures developed by DOC, and existing uses on the Project Site. This analysis assumes that a potentially significant impact would occur if DOC has identified the Project Site as MRZ-2 or if the City's General Plan identified existing mineral extraction areas within the Project Site or vicinity. The analysis would then consider whether the Project would result in a loss of known mineral resources of local importance.

5.12a) Would the project 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?

No Impact. As described in Section 5.12.1 and depicted on Figure 4.9-2 of the City's General Plan EIR, the Project Site is located on land designated as MRZ-3a (City of Ventura 2005b). The Project Site does not contain an MRZ-2. MRZ-3a refers to an area judged to have higher potential than other deposits classified as MRZ-3, although the significance of these resources cannot be evaluated from available data.

The Project Site, however, is fully developed and contains existing natural gas compression equipment as well as structures related to the site's operations. The compressor station is the primary source of natural

gas to customers in SoCalGas's North Coastal System and provides overall energy resiliency to Southern California. Mineral resource extraction activities do not occur on site. Furthermore, according to CalGEM, the site does not contain any active, idle, or plugged wells (CalGEM 2022). There are active oil wells in an oil field that is located approximately 0.50 miles north of the site. The Project, however, would not result in any impacts to these existing wells or otherwise affect the oilfield operations. Therefore, due to the lack of known significant materials that would be of value to the region and the residents of the state and the site's existing developed conditions and zoning designation, the Project would not result in the loss of availability of a known mineral resource and no impact would occur.

5.12b) Would the project 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?

No Impact. As discussed in Section 5.12.1, according to the City's General Plan EIR (City of Ventura 2005b), the Project Site is located in an MRZ-3a area, which is an area judged to have higher potential than other deposits classified as MRZ-3, although the significance of these resources cannot be evaluated from available data. The Project Site is fully developed and mineral resource extraction activities do not occur on site.

The primary mineral resources historically extracted in the City have been aggregate and petroleum resources (City of Ventura 2005b). Since approximately 2000, however, the City has not consistently produced aggregate resources (DOC 2022a). Additionally, according to the City's General Plan EIR, the Project Site is not located within a petroleum field (City of Ventura 2005b). The nearest oil field is located approximately 0.50 miles north of the Project Site. Additionally, there are no active, idle, or plugged wells on the Project Site (CalGEM 2022).

Given the lack of designations, the availability of known resources, and existing conditions, the Project would not result in the loss of availability of a locally important mineral resource recovery site. As such, no impact would occur.

5.12.5 Mitigation Measures

No impacts would occur as a result of the Project; therefore, no mitigation is required.

5.12.6 Level of Significance Summary

The Project would have no impact related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

The Project would have no impact related to 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.

5.12.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement avoidance and minimization measures as appropriate as part of its efforts toward compliance with applicable rules and regulations.

5.12.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that are applicable to mineral resources.

5.12.7.2 Project Best Management Practices

No impacts associated with mineral resources would occur and no Project best management practices are required.

5.13 Noise

This section describes existing conditions and potential impacts of noise as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is supported by the following:

- Appendix M, Project Construction and Operation Noise Predictive Analyses (Noise Modeling Data), prepared by Mark Storm, INCE Bd. Cert.

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.13.1 Environmental Setting

5.13.1.1 Noise Sensitive Land Uses

The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030) is located at 1555 North Olive Street in the City of Ventura (City), slightly east of State Route 33. A proposed 2.53-acre Staging Area would adjoin the Project Site to the west (where combined, referred to as the Development Area). The Development Area and adjoining commercial or industrial uses to the north, west, and south are all on M-2 (General Industrial) zoned land per the City of Ventura (City) zoning map (City of Ventura 2020) and would not be considered noise-sensitive land uses. However, there is an existing residence at 1675 North Olive Street on an M-2 zoned parcel that adjoins the northeast corner of the Project Site. Additionally, the following is a list of nearest noise-sensitive receivers, all on R-1-1AC zoned land, with brief descriptions:

- 186 Forbes Lane (an existing single-family residence)
- 181 West McFarlane Drive (an existing single-family residence)
- E.P. Foster Elementary School (western edge of the property adjoins North Olive Street)

There are other single-family homes on the south side of Forbes Lane and other residential receptors that are farther away from the Project Site, which are depicted in Figure 5.13-1, Proximity of Noise-Sensitive Receivers within 1,000 Feet of Project Site. However, Project-attributed noise exposure levels at these more distant locations would tend to be less than those studied at the above five positions on the basis of acoustical principles: sound attenuates with distance-dependent factors that include geometric divergence, air absorption, and ground absorption.

5.13.1.2 Noise Setting

Normal Existing Facility Operations

Outdoor ambient sound levels in the vicinity of the Project Site were monitored over a 7-week period from June 21, 2021, to August 9, 2021 (Survey), using two American National Standards Institute (ANSI) Type 2 sound level meters (SLM). These were SoftdB "Piccolo II" model SLMs (last four digits of serial numbers: 2101 and 2203) placed within the Project Site near the northern access gate along North Olive Street and the southwest corner of the Project Site.[1] Ambient sound data were collected when on-site construction work unrelated to the Project and permitted by the City of Ventura (permit COMP-2-21-74946 for a new communication shelter, microwave tower,

[1] Documented GPS coordinates for June 23, 2021, at the northern SLM deployment were latitude 34.297927, longitude −119.299038.

foundation for temporary office and storage containers) (site improvements) was taking place. The existing on-site gas compression system was operating normally while construction activities occurred. Sound level monitors collected data continually so that when construction activities were not occurring, ambient operating noise levels could be collected and assessed, establishing baseline operational noise conditions. Appendix M includes summarized data collection from the first week of this Survey, a plot plan (Figure M-1), and a detailed description of the technical approach to distinguish generally steady Ventura Compressor Station operation noise from the background sound environment and noise from these temporary and intermittent on-site construction activities.

Table 5.13-1 shows the range of hourly L_{eq}, L_{max}, L_{min}, L_{10}, L_{50}, and L_{90} values derived from the collected data at both SLM positions during the first 7 sampled days (June 21, 2021, to June 28, 2021). The highest hourly levels in Table 5.13-1 reflects the influence of on-site construction activities and other outdoor acoustical contributors (e.g., vehicle traffic on nearby roadways, non-Project commercial and industrial activities) that varied with time of day. The lower values of the ranges reflect periods of normal gas compression system operation and at hours (e.g., evening and nighttime) when construction was not in progress and other background acoustical contributors would be minimized. In other words, the lower values for L_{eq}, L_{50}, and L_{90} shown in Table 5.13-1 are likely representative of only existing gas compression system operation noise under current typical and steady-state conditions, and can thus be used in subsequent comparisons with predicted operation noise levels associated with the Project.[2]

At the northern SLM position, the measured "low" hourly L_{eq} and statistical L_{50} and L_{90} values fall within a narrow 56–57 dBA range over the displayed 7-day period in Table 5.13-1. This similarity of noise magnitudes strongly supports a correlation of the measured outdoor sound with steady-state operation of the nearby existing compressor station. At the southern survey position, measured "low" hourly L_{eq} values fall within a 53–54 dBA range over the displayed 7-day period in Table 5.13-1.

Table 5.13-1. Summary of Baseline Outdoor Ambient Sample Sound Levels

Sampling Period End Date	Measured Hourly Levels and Statistical Values (dBA) June 21, 2021, to June 28, 2021											
	L_{eq}		L_{max}		L_{min}		L_{10}		L_{50}		L_{90}	
	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low
Northern Access Gate Sound Level Meter												
06/22/2021	63	56	84	64	56	53	65	56	59	56	57	55
06/23/2021	63	57	85	69	57	54	65	58	61	57	60	56
06/24/2021	64	57	92	69	58	55	66	57	62	57	60	56
06/25/2021	75	57	91	70	62	55	75	57	73	57	71	56
06/26/2021	76	57	90	71	61	53	77	58	75	56	73	56
06/27/2021	71	57	94	70	58	54	69	58	67	57	66	56
06/28/2021	70	57	86	70	65	54	71	57	69	56	68	55
Southwestern Corner Sound Level Meter												
06/22/2021	64	53	82	63	52	48	64	53	60	53	58	51
06/23/2021	64	54	87	65	53	47	64	54	59	53	56	51
06/24/2021	61	54	88	67	53	49	64	55	59	53	57	52

[2] L_{50} and L_{90} are statistical values indicating what dBA was exceeded for 50% and 90% of the measurement period, respectively.

Table 5.13-1. Summary of Baseline Outdoor Ambient Sample Sound Levels

Sampling Period End Date	Measured Hourly Levels and Statistical Values (dBA) June 21, 2021, to June 28, 2021											
	L_{eq}		L_{max}		L_{min}		L_{10}		L_{50}		L_{90}	
	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low
06/25/2021	63	54	88	66	53	48	64	55	59	53	57	51
06/26/2021	66	54	86	68	55	46	68	54	65	52	63	50
06/27/2021	63	54	93	67	52	46	62	54	57	51	55	49
06/28/2021	62	53	82	68	52	45	64	54	59	52	56	50

Notes: dBA = A-weighted decibel; L_{eq} = energy-equivalent sound level; L_{max} = maximum measured sound level; L_{min} = minimum measured sound level; L_{10}, L_{50}, and L_{90} are statistical values indicating what dBA was exceeded for a cumulative period of time representing 10%, 50%, and 90% of the measuring period, respectively.

As further explained in Appendix M, the operation status of the Ventura Compressor Station during the surveyed 7-day period from June 21 to June 28, 2021, was generally two of the three compressor systems activated and operating at nearly full load (on average, 87% of full load). However, the Ventura Compressor Station can and does operate with all three compressor systems active, with each at similar nearly full-load conditions averaging 91%. Under such conditions that would better represent "full load" or maximum operating capacity, and hence the most noise emission due to steady operation of the existing Ventura Compressor Station, the expected noise levels at the baseline noise level monitoring positions would be slightly greater, by approximately 2 decibels (dB). Therefore, for purposes of Project operation noise assessment that uses these greatest potential baseline sound levels, the northern monitoring location L_{eq} value would be 58 dBA (i.e., 56 dBA associated with two operating compressors as shown in Table 5.13-1, plus 2 dB for adding the third, equaling 58 dBA). Similarly, the L_{eq} value for assessment at the southern monitoring location would be 55 dBA (the sum of 53 dBA, shown in Table 5.13-1, plus 2 dB for the third operating compressor system, equaling 55 dBA).

Anticipated Peak Noise Event

Gas venting events involving release through the emergency shutdown (ESD) system are uncommon but may be necessary for reliable and safe operation of the facility. These venting events are temporary and short-duration noise-producing events and are typically characterized as one of the loudest events at the compressor station. Planned system testing allows natural gas to be vented into on-site piping that feeds into SoCalGas's local distribution system. However, unplanned venting may occur through the emergency blowdown stack causing noise.

By way of example, on July 2, 2021, at approximately 3:44 p.m., there was an unplanned release through the ESD that lasted about 2 minutes. Sound level meters picked up the sound from the ESD. This on-site noise-producing event measured 63.4 dBA L_{eq} over the 5-minute interval between 3:40 p.m. and 3:45 p.m., and 78 dBA L_{max} during the same interval at the southern SLM position. However, the L_{eq} and L_{max} values for the interval preceding the blowdown were 59.9 dBA and 69.3 dBA, respectively. Hence, while exhibiting a nearly 9 dB louder L_{max} value, the measured interval containing the blowdown event appeared to only cause a 3.4 dB increase in the 5-minute L_{eq} value.

At the northern access gate survey position, where the successive measurement intervals were one-minute in duration, 66.8 dBA L_{eq} and 79.8 dBA L_{max} were recorded during the 3:44 p.m. to 3:45 p.m. interval. Compared to the 62.7 dBA L_{eq} and 68.2 dBA L_{max} values measured in the immediately preceding 3:43 p.m. to 3:44 p.m. interval, the blowdown event caused an L_{max} value that was more than 11 dB greater, but an L_{eq} value that was only 4.1 dB greater during the one-minute interval.

Although these on-site measurements indicate that a venting occurrence could be a loud event compared to normal compressor station operations, the effect of such a relatively short-duration event (i.e., approximately 2 minutes) on the hourly L_{eq} value is minimal and consistent with acoustical principles: the sound energy of the 2-minute venting event is diluted over the entirety of a 60-minute measurement period.

5.13.2 Regulatory Setting

5.13.2.1 Federal

Guidance

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period at the exteriors of residential land uses when detailed noise analyses are performed (FTA 2018). Although this FTA guidance-based threshold is not a regulation, it can serve as a quantified standard in the absence of such noise limits at the state and local jurisdictional levels or represent information for purposes of context to help convey how loud construction noise exposures may be at potentially affected receptors.

With respect to vibration, Table 5.13-2 presents FTA guidance thresholds for assessing building damage risk and human annoyance. Like the previously mentioned guidance for airborne noise from construction activities, the values in Table 5.13-2 represent recommended assessment guidance when local regulations lack such standards.

Table 5.13-2. Federal Transit Administration Vibration Threshold Guidance

Vibration Receptor	Vibration Assessment Metric	
	Peak Particle Velocity (PPV, in/sec)	Approximate Root Mean Square VdB[a]
Potential Damage to Structures by Building/Structural Category		
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90
Residential Building Occupant Human Response		
Frequent events (more than 70 events per day)		72
Occasional events (30–70 events per day)		75
Infrequent events (fewer than 30 events per day)		80

Source: FTA 2018.
Notes: PPV = peak particle velocity; in/sec = inches per second; VdB = vibration decibel.
[a] Root mean square (RMS) vibration level in decibels (VdB) is calculated from the PPV using a crest factor of 4 and is with respect to 1 micro-inch per second.

5.13.2.2 State

There are no noise regulations at the state level that would apply to the Project with regard to its environmental noise assessment.

5.13.2.3 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.13.2, the Development Area is entirely within the City. This "Local" section of the Regulatory Setting identifies City regulations specific to noise for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2, Introduction, lists the local authorizations that may be required for Project construction and operation.

City of Ventura Municipal Code

Section 10.650.130, Designated Noise Zones

Unnecessary, excessive, or annoying noise in Ventura is prohibited by Section 10.650 of the City of Ventura Noise Ordinance (Noise Ordinance; City of Ventura 2014). Exterior noise limits quantified by the Noise Ordinance include the following from Section 10.650.130.B for each of four "noise zones":

- Noise Zone I (noise-sensitive properties) – 50 dBA (7 a.m.–10 p.m.); 45 dBA (10 p.m.–7 a.m.)
- Noise Zone II (residential properties) – 50 dBA (7 a.m.–10 p.m.); 45 dBA (10 p.m.–7 a.m.)
- Noise Zone III (commercial properties) – 60 dBA (7 a.m.–10 p.m.); 55 dBA (10 p.m.–7 a.m.)
- Noise Zone IV (industrial and agricultural properties) – 70 dBA (anytime)

These noise standards above apply to any noise-generating activity that exceeds the applicable level for a cumulative period of more than 30 minutes in any hour. For noise levels of less duration, Section 10.650.130.B.2 allows dB increments of the threshold, but no more than a 20 dB increase for sound less than a minute within the given hour.

Section 10.650.150, Special Noise Sources

The City does not have a quantified prescriptive limit on noise emission from construction activities when they are permitted to occur; however, outside of these allowable hours (7:00 a.m. to 8:00 p.m.), Section 10.650.150.D states that noise from such activities would be held to the preceding exterior noise standards (by Noise Zone) per Section 10.650.130.B.

Section 10.650.170, Exemptions

Because the Project would reasonably be considered akin to "newly constructed or modified public utility facilities," Section 10.650.170.D provides the conditions for a special noise limit with respect to Project compliance and impact significant assessment as follows:

> Newly constructed or modified public utility facilities constructed in an industrial zone in a mixed industrial/residential area shall be exempt from the requirements of this chapter if the facilities result in a lessening of pre-existing noise levels emanating from the public utility site, and if the total noise level emanating from the site does not exceed 60 dbA as measured at any receiving property. Where a project is installed or constructed in stages, the 'pre-existing noise levels emanating from the public utility site,' as used herein, shall mean the noise level existing prior to the commencement of the first stage of such project.

City of Ventura General Plan

Chapter 7 of the City's 2005 Ventura General Plan describes policies and expected actions with respect to new residential developments and includes consistency with the California Building Code (CBC) requirement of 45 dBA community noise equivalent level (CNEL) for inhabited rooms. However, the Project consists of an upgrade of an existing industrial facility on M-2 zoned land; therefore, there are no General Plan expectations directly applicable to the Project.

5.13.3 Impact Questions

The Project's potential impacts on noise were evaluated using the impact questions set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to noise (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.13-3 and discussed in more detail in Section 5.13.4, Impact Analysis.

Table 5.13-3. Checklist for Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE – Would the project result in:				
5.13a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
5.13b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Table 5.13-3. Checklist for Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5.13c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

5.13.4 Impact Analysis

Methodology and Assumptions

On-Site Construction Noise

The predictive analysis herein estimates Project-attributed construction noise exposure at each of the four nearest representative off-site noise-sensitive receivers for each of approximately 32 months (i.e., approximately 29 consecutive months during Project construction and, after decommissioning of the existing Ventura Compressor Station compressor systems, 3 months of demolition) by locating multiple sound-emitting sources (i.e., operating stationary and mobile equipment) from up to three source locations, as follows:

1. In a manner comparable with the "general assessment" construction noise estimation technique per FTA guidance, an idealized "acoustic centroid" (i.e., the geographic center) of the Project Site represents the time-averaged position of active construction equipment on site over the course of an hour. The quantity and types of equipment are expected to be those appearing in Appendix M, varying by month. While exact positions of operating construction equipment are uncertain and could vary day by day within the studied month, the location of all equipment is assumed to be at the acoustic centroid with respect to defining source-to-receptor input distances, ranging from approximately 330 feet to 500 feet.
2. In a manner comparable with the "detailed assessment" construction noise estimation technique per FTA guidance, some quantity of equipment anticipated to be present on site may be operating as close as the Project feature, building, or area nearest to the studied off-site noise-sensitive receiver. In this evaluation scenario, not all equipment would be at this closest distance, which ranges from 50 feet to 150 feet; instead, and representing a conservative approach, only the two loudest pieces of equipment would be considered operating at this proximity to the noise-sensitive receiver.
3. In a manner similar to #1 above, noise emission from up to four operating vehicles and material handling equipment (crane, man-lift, dump truck, and flatbed truck) would be sourced at the geographic center of the Staging Area, located just west of the Project Site on a neighboring M-2-zoned property parcel. For purposes of this analysis, each of the four noise sources would be active for up to a cumulative time of 30 minutes within any hour.

As detailed in the worksheets provided in Appendix M, combined construction noise emissions for each month were predicted with a model that emulates the Federal Highway Administration Roadway Construction Noise Model and utilizes its reference sound level data and "acoustical usage factors" by equipment type (FHWA 2006). An example of estimated construction equipment noise exposure level by anticipated Project activity phase and using Method 1 above (general assessment) at off-site sensitive receptor location 186 Forbes Lane, is provided in Table 5.13-4.

Table 5.13-4. Predicted Construction Noise Level by Phase at 186 Forbes Lane (per Method 1)

Anticipated Equipment	Equipment Quantity	Equipment L_{max} at 50 feet (dBA)[a]	Equipment 8-Hour L_{eq} at 500 feet (dBA)[b]	Phase 8-Hour L_{eq} at 500 feet (dBA)[b]	Compliant with Daytime 8-Hour L_{eq} FTA-Based Standard?
Phase 1: Subsurface Exploration (Site Preparation)					
Backhoe	1	78	49	58	Yes
Excavator	1	81	52		
Compressor (air)	1	78	49		
Dump truck	1	76	47		
Front-end loader	1	79	50		
Phase 2: Existing Project Site Demo (Demolition A)					
Concrete saw	1	90	58	61	Yes
Backhoe	1	78	49		
Excavator	1	81	52		
Compressor (air)	1	78	49		
Dump truck	1	76	47		
Front-end loader	1	79	50		
Skidsteer*	1	80	51		
Phase 3: Site Preparation / Rough Grading (Grading)					
Excavator	1	81	52	56	Yes
Backhoe	1	78	49		
Compressor (air)	1	78	49		
Dump truck	1	76	47		
Phase 4: Foundations (Building Construction 1)					
Compressor (air)	1	78	49	61	Yes
Crane	1	81	48		
Excavator	1	81	52		
Excavator	1	81	52		
Man lift	1	75	43		
Man lift	1	75	43		
Generator	4	72	50		
Dump truck	1	76	47		
Dozer	1	82	53		
Front-end loader	1	79	50		
Front-end loader	1	79	50		

Table 5.13-4. Predicted Construction Noise Level by Phase at 186 Forbes Lane (per Method 1)

Anticipated Equipment	Equipment Quantity	Equipment L_{max} at 50 feet (dBA)[a]	Equipment 8-Hour L_{eq} at 500 feet (dBA)[b]	Phase 8-Hour L_{eq} at 500 feet (dBA)[b]	Compliant with Daytime 8-Hour L_{eq} FTA-Based Standard?
Backhoe	2	78	52		
Welder/torch	4	73	50		
Phase 5: Trenching / Undergrounds (Trenching)					
Pumps	4	77	55	57	Yes
Excavator	1	81	52		
Phase 6: Equipment, Structural Steel and Building Erection, Piping (Building Construction 2)					
Man lift	1	75	43	62	Yes
Man lift	2	75	46		
Man lift	5	75	50		
Compressor (air)	1	78	49		
Compressor (air)	2	78	52		
Crane	1	81	48		
Crane	2	81	51		
Excavator	1	81	52		
Man lift	1	75	43		
Gradall	1	83	54		
Man lift	2	75	46		
Generator	5	72	51		
Dump truck	1	76	47		
Front-end loader	2	79	53		
Welder/torch	3	73	49		
Welder/torch	5	73	51		
Phase 7: Electrical and Instrumentation (Building Construction 3)					
Man lift	4	75	49	61	Yes
Compressor (air)	1	78	49		
Compressor (air)	2	78	52		
Crane	1	81	48		
Crane	2	81	51		
Man lift	1	75	43		
Man lift	2	75	46		
Generator	5	72	51		
Dump truck	1	76	47		
Front-end loader	2	79	53		
Welder/torch	5	73	51		
Welder/torch	5	73	51		
Phase 8: Paving					
Roller	1	80	48	48	Yes

Table 5.13-4. Predicted Construction Noise Level by Phase at 186 Forbes Lane (per Method 1)

Anticipated Equipment	Equipment Quantity	Equipment L_{max} at 50 feet (dBA)[a]	Equipment 8-Hour L_{eq} at 500 feet (dBA)[b]	Phase 8-Hour L_{eq} at 500 feet (dBA)[b]	Compliant with Daytime 8-Hour L_{eq} FTA-Based Standard?
Phase 9: Painting / Insulation (Architectural Coating)					
Compressor (air)	1	78	49	50	Yes
Generator	1	72	44		
Phase 10: Commissioning/Startup and Testing (Building Construction 4)					
Man lift	4	75	49	58	Yes
Compressor (air)	1	78	49		
Crane	1	81	48		
Man lift	1	75	43		
Man lift	1	75	43		
Generator	3	72	49		
Front-end loader	2	79	53		
Welder/torch	2	73	47		
Welder/torch	3	73	49		
Phase 12: Decommissioning Demolition (Demolition B)					
Concrete saw	1	90	58	62	Yes
Excavator	1	81	52		
Man lift	4	75	49		
Compressor (air)	1	78	49		
Crane	1	81	48		
Man lift	1	75	43		
Man lift	1	75	43		
Generator	3	72	49		
Front-end loader	2	79	53		
Welder/torch	2	73	47		
Welder/torch	3	73	49		

Notes: L_{max} = maximum sound level; dBA = A-weighted decibel; L_{eq} = energy-equivalent sound level; FTA = Federal Transit Administration.

[a] The reference distance between operating equipment and a receptor location, per the 2006 Federal Highway Administration Roadway Construction Noise Model User's Guide.

[b] The approximate horizontal distance between the receptor location and the acoustic centroid of the Project Site.

Predicted results arising from these monthly model input parameters can then be compared with existing outdoor ambient sound levels to inform what the increase in outdoor noise levels may be during hours of the day that are exempt from City exterior noise thresholds per Section 10.650.150 of the Noise Ordinance. Should on-site Project construction activities or Staging Area activities occur outside of this exempt time period associated with construction, then the City exterior noise thresholds (Section 10.650.130) would be applied to determine potential noise impacts to the studied noise-sensitive receiver.

Predicting construction noise on a month-to-month basis allows consideration of potential on-site phase/activity concurrencies as informed by the Project construction equipment roster and schedule and should thus capture

equipment noise contributions—regardless of phase or activity—to the predicted aggregate sound exposure level at a studied noise-sensitive receiver over time as Project construction progresses. These evaluations of combined noise level exposures due to potential concurrent construction activities within the same month are presented in Appendix M for each of four nearby noise-sensitive receptors studied herein.

Off-Site Construction Traffic Noise

During different phases of activity, construction of the Project is expected to introduce as many as 68 one-way construction worker vehicle trips per day, up to 22 one-way vendor vehicle trips per day, and up to 48 one-way material haul truck trips to and from the Development Area. Some of these vehicle trips would involve delivery of construction equipment and materials to the anticipated Staging Area location, which adjoins the existing Ventura Compressor Station site to the west. At these expected daily volumes, the added traffic attributed to Project construction passenger vehicles (e.g., cars, pick-up trucks) and truck trips, which would observe posted speed limits, is much smaller than the average daily traffic (ADT) on the local roadways that represent potential travel routes to the Project Site: 3,786 vehicles for North Olive Street, 16,054 vehicles for West Stanley Avenue, and 16,451 vehicles for North Ventura Avenue (City of Ventura 2007). On the basis of unchanging vehicle speeds and that vehicles on these three roadways already experience a mix of passenger cars and trucks that frequent the surrounding industrial and commercial areas, the estimated increase in traffic noise can be estimated with the following equation:

$$\text{Traffic noise increase (dB)} = 10*\text{LOG}(V_2/V_1)$$

where V_1 is the volume of existing ADT, and V_2 is the future ADT volume (i.e., existing plus Project). Using this expression, and conservatively assuming all Project construction traffic might use North Olive Street to access the Development Area, the estimated increase in traffic is less than 6% and thus less than a 0.26 dB increase in traffic noise level—an imperceptible change, and thus a less-than-significant impact that will not be studied further herein.

Construction Vibration

Groundborne vibration attenuates rapidly, even over short distances. The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in FTA and California Department of Transportation (Caltrans) guidance. To examine potential building damage risk and thus use peak particle velocity (PPV) as the evaluation metric, vibration velocity level can be estimated with the following expression (FTA 2018):

$$PPV_{rcvr} = PPV_{ref} * (25/D)^n$$

where PPV_{rcvr} is the predicted vibration velocity at the receiver position, PPV_{ref} is the reference value at 25 feet from the vibration source, D is the actual horizontal distance to the receiver, and "n" is the Wiss exponent that FTA defines as 1.5 to generally characterize the propagation of vibration through soil/strata between the source and the receptor position. For evaluating potential annoyance of a building occupant, FTA guidance provides an additional expression using the vibration decibel (VdB) metric (FTA 2018):

$$VdB_{rcvr} = VdB_{ref} - 30*\text{LOG}(D/25) - CL$$

where VdB_{rcvr} is the predicted root mean square (RMS) vibration velocity at the receiver position, VdB_{ref} is the reference value at 25 feet from the vibration source, and D is the actual horizontal distance to the receiver.

Furthermore, groundborne vibration would be additionally attenuated by what FTA guidance calls a "coupling loss" (CL) or the loss of vibrational energy at the subsurface interface between the ground soils/strata and the foundation mass of the receiving structure. For wood-framed houses, this coupling loss can be 5 VdB (FTA 2018) and would populate the CL value in the above expression.

On-Site Operational Noise

Prediction of aggregate noise exposure levels at the nearest representative noise-sensitive receiver attributed to normal operation of Project major noise-producing stationary sources involves usage of the Datakustik CadnaA (Computer Aided Noise Abatement) sound propagation model. CadnaA is a commercially available software program for the calculation, presentation, assessment, and prediction of environmental noise based on algorithms and reference data per International Organization of Standardization Standard 9613-2, "Attenuation of Sound During Propagation Outdoors, Part 2: General Method of Calculation" (ISO 1996). Expected sources of noise emission from within the boundary of the Project Site include a variety of on-site electromechanical equipment. These sources are detailed in Appendix M but can be summarized as follows:

- **New Compressor Station Building.** Within this new structure are two natural-gas-engine-driven (natural gas) compressors and two electric-motor-driven (electric) compressors. Using building site plans and specifications, this building was modeled in CadnaA as a solid "Building" element, on which sound-emitting horizontal area and vertical area planar-type sources were applied as depicted in Figure M-1 (see Appendix M). The magnitude of sound emission from each of these modeled planes or building surfaces was developed using the following mathematical expression from the Edison Electric Institute Electric Power Plant Environmental Noise Guidance document (EEI 1984):

$$L_{WO} = L_W - A - B + (10*LOG[F]-10) - 6$$

- In the above expression, L_{WO} is the outdoor sound power calculated from the aggregate sound power level (L_W) of sources within the enclosed building volume; A is a volume adjustment term that conservatively assumes acoustically "hard" (i.e., highly reflective, such as smooth gypsum or painted concrete) interior surfaces as a default, which in this case accounts for application of acoustically absorptive treatment as required by the Project specifications (i.e., overall 60% of interior surfaces covered by noise reduction coefficient [NRC] 0.7 material); B is the sound transmission loss of the building shell; and F is the area of the radiating wall (in square feet). Using this expression, Appendix M includes worksheets that calculate the L_{WO} for each of the modeled noise-emitting building surfaces. Assumptions include the following:
  - The sound transmission loss (TL) of the roof and wall shell elements are assumed to be acoustically comparable to values appearing for "R-19 Faced 202-96 (Rev. 2000) insulation over the purlins" in the North American Insulation Manufacturers Association (NAIMA) Bulletin MB305 (NAIMA 2001) and thus consistent with the Project specification of sound transmission class (STC) rating 32 minimum.
  - Building shell and roof penetrations for visibility, ventilation, and access are considered separately, using the same expression as the above to determine their contributing L_{WO} values as distinct sources in the three-dimensional (3D) CadnaA model space.
- **Outdoor Noise Sources** are located outside the new compressor station building and include the following:
  - Two cooling blowers (88 dBA) for the electric motors
  - Two electrical transformers (95 dBA each)
  - Two variable frequency drives (VFD) at 85 dBA each

  - Eight discharge gas air coolers (85 dBA each)
  - Two gas engine water jacket coolers (91 dBA each)
  - Two 5-ton refrigeration capacity HVAC units (87 dBA each) for the new office structure
  - Two vapor recovery units (VRU) at 90 dBA each
  - Filter separation area (80 dBA)
  - Two gas engine exhaust stacks (91 dBA each)
- Figure M-1 of Appendix M illustrates (with an isometric view of the rendered 3D model space) the geographic on-site locations of these above-listed outdoor sources. Other equipment located external to the new compressor station building include the backup generator, starting/instrument compressors, and lubrication oil cooling, but are not considered acoustically substantial (or would be so designed or properly enclosed) with respect to the above-listed sources. And while gas blowdown may occur, it is not considered a steady-state sound source for purposes of this assessment.

In addition to the above-described sound sources, the following assumptions, features, and parameters are included in this CadnaA-supported stationary noise source assessment:

- All noise sources are assumed to operate in a steady-state or otherwise continuous manner for a full hour, so that the predicted energy-equivalent level (L_{eq}) may be compared directly with an L_{eq} standard value for daytime or nighttime periods. Note that if actual Project equipment operation was less than an hour during actual operation, its sound energy would be "diluted" across a full hour of time and result in a lower L_{eq} value. By way of example, and consistent with acoustical principles, if for some reason the Project only operated for half of a full hour, the resulting hourly L_{eq} value would be 3 dB less than that of the L_{eq} representing a full hour of steady-state operation.
- A ground effect acoustical absorption coefficient equal to 0.5 is assumed, which represents a balanced mix of ground types over which Project sound would travel across and beyond the Project Site. Ground types may range from some acoustically absorptive "soft" vegetated ground cover and loose granular aggregate to acoustically "hard" or reflective surfaces such as pavement, hard-packed dirt, or smooth concrete.
- A reflection order of 1 is assumed, which allows for a single reflection of sound paths on encountered structural surfaces such as the new office and warehouse buildings.
- The Project Site and the nearby residential communities to the south and east are, on average, at the same elevation above sea level.
- The model includes a representation of the existing Project boundary walls and proposed new solid walls along the southern and western boundaries, which are expected to have top edges ranging from of 8 feet to 12 feet above local grade, respectively.
- Calm meteorological conditions (i.e., no wind) were observed, at 68°F and 70% relative humidity.

More details of the CadnaA modeling input parameters (e.g., modeled sources, barriers, buildings) can be found in Appendix M.

On-Site Operational Vibration

The Project Site would not propagate substantial groundborne vibration magnitudes beyond the property line. This is due to the expectation that the compressor operating systems are designed, engineered, and manufactured to be balanced and operate smoothly and reliably for many years under performance criteria and under conditions of

regular inspection, testing, and maintenance. Such machines are also mounted on masses or foundations, and may feature, per manufacturer's guidance or requirements, proper means of vibration isolation. On these bases, potential vibration impacts to off-site structures (and their occupants) due to Project operation would not be expected to be significant; therefore, they have not been evaluated in this PEA.

5.13a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction Noise

Less-Than-Significant Impact. With results appearing in Table 5.13-5, and for each of the three estimation methods outlined in Section 5.13.4, under "On-Site Construction Noise," Project-attributed construction noise over the entire anticipated Project schedule was predicted at the four nearest representative noise-sensitive receivers identified in Section 5.13.1.1.

Table 5.13-5. Predicted Construction Noise Level Ranges

Summarized Construction Noise Methodology[a]	Daytime[b]/ Nighttime[c] Construction Noise Level Thresholds (dBA)	Level or Range of Predicted Hourly Noise Levels at Off-Site NSRs			
		186 FL	1675NOS	181WMD	EPFES
1. All on-site equipment for a typical day in studied given month are active and located at an idealized "acoustic centroid" (i.e., the geographic center) of the Project Site.	80/45	58–68	48–55	60–68	60–67
2. The two loudest pieces of equipment for a typical day in studied given month are active and located closer to the NSR than to the geographic center of the Project Site.	80/45	63–72	61–70	63–72	60–69
3. Noise emission from a crane, man-lift, dump truck, and skid-steer is sourced at the center of the Staging Area, located just west of the Project Site on a neighboring M-2 zoned property parcel.	80/45	45	32	44	44

Notes: dBA = A-weighted decibel; NSR = noise-sensitive receiver; 186FL = 186 Forbes Lane (single-family residence); 1675NOS = 1675 North Olive Street (residence); 181WMD = 181 West McFarlane Drive (single-family residence); EPFES = E.P. Foster Elementary School.

[a] Refer to the "On-Site Construction Noise" subsection of the Impact Analysis.

[b] Per FTA guidance (FTA 2018), the daytime threshold would be an 8-hour energy-equivalent level (L_{eq8hr}), which would also be met by adherence to an hourly L_{eq} of 80 dBA for each of 8 successive hours.

[c] Per the City of Ventura Noise Ordinance (summarized in Section 5.13.2.3), the nighttime noise threshold would be a 1-hour L_{eq} value.

For construction noise emanating from activities on the Project Site, predicted levels at the four receivers are all well below the FTA's guidance magnitude of 80 dBA 8-hour L_{eq} during daytime hours when the City exempts construction activity noise from its exterior noise limits. Although likely louder than the outdoor background sound level typically experienced at these studied noise-sensitive receivers by a perceptible degree (i.e., on the basis of a 3 dB change being barely perceptible by average healthy human hearing), as long as these on-site Project construction activity noise levels were limited to occur between 7:00 a.m. and 8:00 p.m., there would be no inconsistency with the City's Noise Ordinance. However, if such activities at comparable equipment quantities and work intensities on site were to occur outside of these hours, then the predicted levels appearing in the rows of Table 5.13-5 for methods 1 and 2 with respect to on-site Project construction would exceed either of the applicable daytime (7:00 a.m. to 10:00 p.m.) or nighttime (10:00 p.m. to 7:00 a.m.) exterior noise limits per Section 10.650.130.B of the Noise Ordinance, as summarized in Section 5.13.2.3, Local. By way of example, because the 186 Forbes Lane and 181 West McFarlane Drive studied noise-sensitive receivers are residences on land zoned as R-1-1AC, the noise limits at their property lines would be 50 dBA during the day and 45 dBA at night, which would mean that noise from nighttime on-site Project activities could be non-compliant. Noise from the Staging Area (per the row in Table 5.13-5 for Method 3, and representing unloading material or equipment after normal business hours when local roadways are accommodating community traffic) is predicted to be compliant with both the daytime and nighttime City Noise Ordinance exterior noise thresholds.

Because on-site Project construction activity would only occur within the 7:00 a.m. to 8:00 p.m. exemption period, as allowed by City Noise Ordinance Section 10.650.150.D, its noise emission would not occur during hours where the City's exterior noise level limits would apply; hence, Project on-site construction noise would have a less-than-significant impact. Adherence to the City's Noise Ordinance during construction activities is incorporated as BMP-NOI-1 of this PEA. Off-site activities, such as equipment and material deliveries, at the Staging Area could occur outside this exemption period allowed for construction but have been predicted to generate noise exposures at the nearest noise-sensitive receptors that are compliant with the City's exterior noise level limits. Therefore, noise generated by off-site activities would also be considered a less-than-significant impact.

Operation Noise

Less-Than-Significant Impact. Table 5.13-6 tabulates the predicted noise exposure levels attributed to anticipated steady-state operation of all four new Project compressors (i.e., two engine-driven and two motor-driven) at normal load. While the existing on-site gas compressor infrastructure would remain on standby status to operate if the new compressors could not operate reliably for approximately 1 year, the new Project compressors would not operate concurrently with the existing on-site compressor systems; therefore, no scenario of concurrent existing and Project operation has been studied herein.

Table 5.13-6. Predicted Project Operational Noise Levels (All Four Compressors)

Modeled Receptor	Hourly L_{eq} (dBA)
NML = Northern Monitoring Location (near Project Site northern access gate on N. Olive St.)[a]	54.5
SML = Southern Monitoring Location (near Project Site southwest corner)[a]	51.8
OR1 = 186 Forbes Lane (existing single-family home)	47.8
OR2 = E.P. Foster Elementary School western boundary	49.1
OR3 = 181 West McFarlane Drive (existing single-family home)	50.9
OR4 = outside of Project Site northern wall	46.1

Table 5.13-6. Predicted Project Operational Noise Levels (All Four Compressors)

Modeled Receptor	Hourly L_{eq} (dBA)
OR5 = outside of Project Site southern wall	52.3
OR6 = outside of Project Site western wall	55.7
OR7 = 1675 N. Olive St. (residence)	42.8

Notes: OR = off-site receptor; L_{eq} = energy-equivalent sound level; dBA = A-weighted decibel.
All listed receptor points are assumed to be 5 feet above local grade.
[a] NML and SML are on the Project Site.

The predicted noise levels appearing in Table 5.13-6 for the on-site Northern Monitoring Location and Southern Monitoring Location are not greater than the measured hourly L_{eq} of current existing compressor station noise of 58 dBA and 55 dBA hourly L_{eq}, respectively, at the same locations appearing in Table 5.13 1. This means that, along with Project operational noise at all receptors (OR1 through OR8) predicted to be less than 60 dBA, Project operational noise is expected to satisfy both conditions of City Noise Ordinance 10.650.170.D and would thus be exempt from the exterior noise level thresholds of Section 10.650.130.B. A color-coded plot of predicted Project operational sound emission appears in Figure M-3 of Appendix M. Based on these data, the Project would be expected to have a less-than-significant impact.

5.13b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less-Than-Significant Impact. Using the expressions described in Section 5.13.4.1 and assessed for the nearest existing residence (1675 North Olive Street), predicted groundborne vibration velocity levels attributed to construction equipment for the Project appear in Table 5.13-7. All predicted vibration levels do not exceed the most stringent occupant annoyance threshold of 72 VdB per Table 5.13-2 and are lower than the building damage risk threshold of 0.2 inches per second PPV. On the basis of compliance with these FTA guidance-based vibration standards, impacts associated with Project construction vibration are expected to be less than significant.

As described in the preceding Methodology and Assumptions subsection, groundborne vibration attributed to operation of Project compressor systems and ancillary equipment would not be expected to be significant; such potential impacts would be less than significant.

Table 5.13-7. Predicted On-Site Construction Vibration at Nearest Sensitive Receptor

Studied Receptor (Description)	Anticipated Closest Distance (Feet)	Predicted PPV (in/sec) and VdB (RMS) by Equipment Type					
		Bulldozer		Loader		Roller	
		PPV	VdB	PPV	VdB	PPV	VdB
1675NOS (1675 N. Olive St.)	95	0.012	65[a]	0.012	65[a]	0.028	72[a]

Notes: PPV = peak particle velocity; in/sec = inches per second; VdB = vibration velocity decibels; RMS = root mean square.
[a] Includes coupling loss of 5 VdB.

5.13c) For a project located within the vicinity of a private airstrip or 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?

No Impact. There are no public or private aviation facilities within 2 miles of the Project Site; therefore, construction workers and post-construction Project operational or maintenance staff on site would not be exposed to excessive (i.e., over 65 dBA CNEL) aviation traffic noise levels; therefore, no corresponding noise impact would occur.

5.13.5 Mitigation Measures

Because the Project would result in no impacts or less-than-significant impacts, no mitigation is required.

5.13.6 Level of Significance Summary

The Project would have less than significant impacts related to the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

The Project would have less than significant impacts related to the generation of excessive groundborne vibration or groundborne noise levels.

The Project would have no impact related to being located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and the exposure of people residing or working in the Project area to excessive noise levels.

5.13.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the avoidance and minimization measures in the following subsections as part of its efforts toward compliance with applicable rules and regulations.

5.13.7.1 CPUC Environmental Measures

No CPUC Environmental Measures are included in Attachment 4 of the CPUC Guidelines that would be applicable to noise.

5.13.7.2 Project Best Management Practices

BMP-NOI-1 Compliance with Noise Ordinance. SoCalGas requires that all occurrences of on-site construction must occur within the 7:00 a.m. to 8:00 p.m. exemption period as allowed by City Noise Ordinance Section 10.650.150.D.

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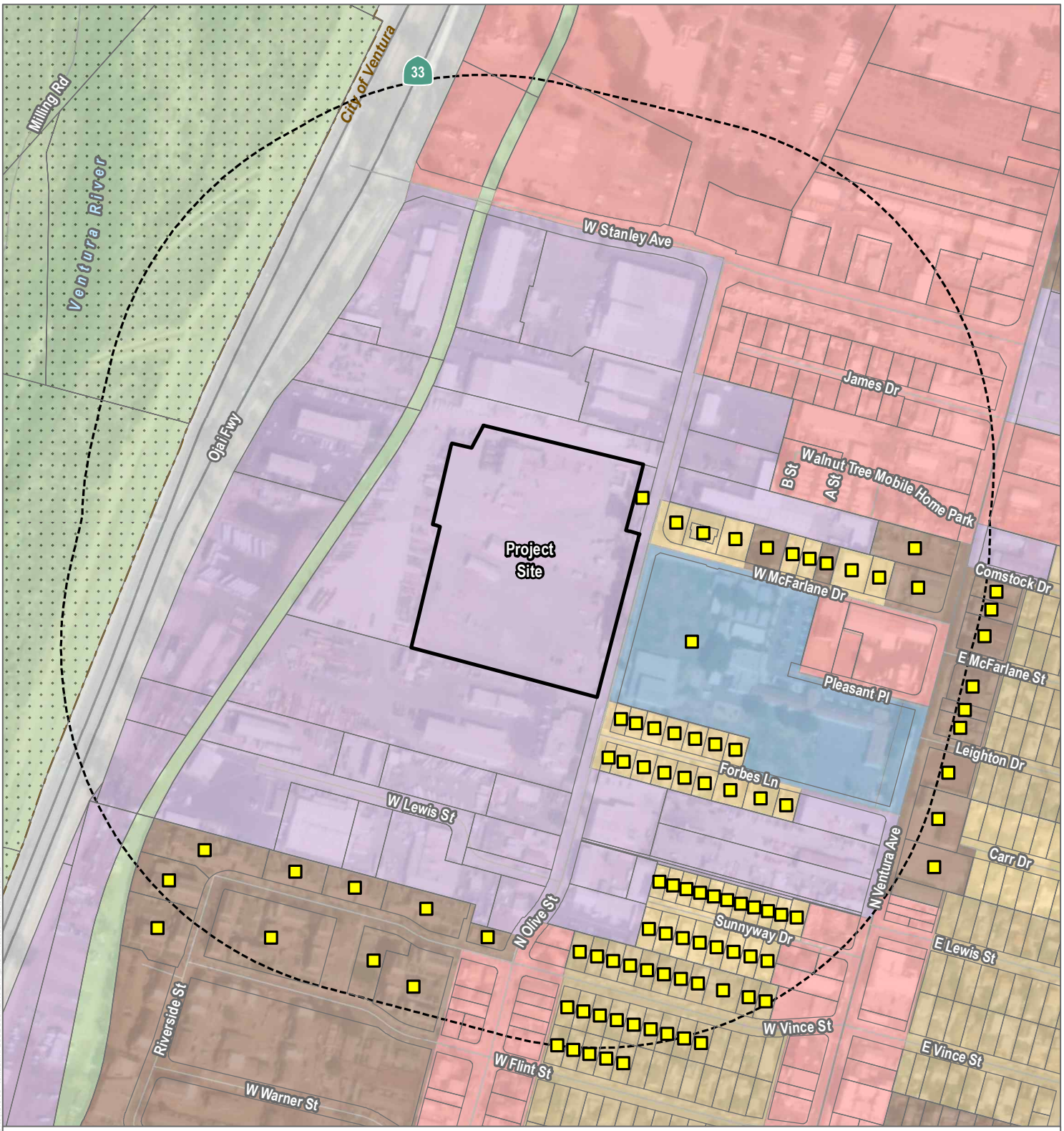

SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 195 390 Feet

FIGURE 5.13-1

Proximity of Noise-Sensitive Receivers within 1,000 feet of Project Site

Ventura Compressor Station Modernization Project

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5.14 Population and Housing

This section describes existing conditions and potential impacts on population and housing as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is based on local and regional forecasts of the Project area from the Southern California Association of Governments (SCAG) and the City of Ventura General Plan. Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.14.1 Environmental Setting

SCAG is the nation's largest metropolitan organization, representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), 191 cities, and approximately 19 million residents. The 8.42-acre Project Site is located at 1555 North Olive Street in the City of Ventura (City), slightly east of State Route 33, within Ventura County (County). The SCAG region is a major hub of global economic activity, representing the sixteenth-largest economy in the world, and contains two of the largest ports in the nation. Applicable regional growth forecasts were included in SCAG's Connect SoCal 2020–2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), as adopted in September 2020 (SCAG 2020a, 2020b).

SCAG completes a comprehensive update of the RTP/SCS every 4 years to update the regional growth forecast; integrate new projects and programs funded by the six county transportation commissions; confirm alignment with federal and state performance standards and environmental requirements; and review and refine regional strategies to address gaps in achieving the region's vision for greater mobility, sustainability, and economic prosperity. The plan is a "living" document that can be amended and refined in between the 4-year cycles, as necessary, to address regionally significant changes in transportation programs and funding. SCAG is currently in the development process of updating its RTP/SCS to Connect SoCal 2024, which is its next 2024–2050 RTP/SCS.

The adopted 2020–2045 RTP/SCS (also referred to as Connect SoCal) was made available for public review in March 2020 (SCAG 2020b). On May 7, 2020, the SCAG Regional Council adopted Resolution No. 20-621-1 certifying the Connect SoCal and the associated Program Environmental Impact Report (PEIR) and approving Connect SoCal for federal conformity purposes only. On September 3, 2020, the SCAG Regional Council unanimously voted to approve Resolution No. 20-624-1 to (1) adopt the 2020–2045 RTP/SCS (Connect SoCal) PEIR Addendum and Revised Mitigation Monitoring and Reporting Program, (2) approve Connect SoCal in its entirety, and (3) submit Connect SoCal to the California Air Resources Board for confirmation that the plan meets greenhouse gas (GHG) reduction targets.

According to SCAG, for the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), lead agencies have the sole discretion in determining a project's consistency; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated PEIR. Connect SoCal does not supersede or otherwise affect a jurisdiction's authority or decisions on future development, including entitlements and development agreements. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal (SCAG 2020b).

A combination of forecasts for population, households, and employment within the SCAG region, the County, and the City, as included in SCAG's Demographics and Growth Forecast Technical Report (SCAG 2020a), are presented in Table 5.14-1. SCAG does not have publicly available employment data for the City for the year 2020. As such, for the purpose of the analysis in this section, the 2020 City employment figure generated by the California Employment

Development Department (EDD) will be used (see Table 5.14-1). According to EDD, there were approximately 48,600 jobs in the City in 2020 (EDD 2022).

Table 5.14-1. SCAG Population, Households, and Employment Forecasts

Metric	2020	2045	Total Change	Average Annual Growth: Number (Percent)
SCAG Region				
Population	19,518,000	22,504,000	2,986,000	119,440 (0.61%)
Households	6,333,000	7,633,000	1,300,000	52,000 (0.82%)
Employment	8,695,000	10,049,000	1,354,000	54,160 (0.62%)
Ventura County				
Population	877,000	947,000	70,000	2,800 (0.32%)
Households	278,000	306,000	28,000	1,120 (0.40%)
Employment	348,000	389,000	41,000	1,640 (0.47%)
City of Ventura				
Population	105,878	123,900	18,022	721 (0.61%)
Households	41,283	46,700	5,417	217 (0.53%)
Employment	48,600	64,500	N/A	636 (1.31%)

Sources: SCAG 2020a, 2021; EDD 2022.
Notes: SCAG = Southern California Association of Governments; N/A = not applicable.

5.14.1.1 Population Estimates

As shown in Table 5.14-1, the SCAG planning area is expected to see a growth in population of approximately 2,986,000 residents between the years of 2020 and 2045 (SCAG 2020a). That is an annual growth rate of approximately 119,400, or 0.61%. Additionally, SCAG anticipates that the County will see an increase in population from approximately 877,000 residents in 2020 to approximately 947,000 residents in 2045 (SCAG 2020a). This would result in an annual growth rate of approximately 2,800 residents, or 0.32%.

In additional to regional and county-wide population data collection and growth estimates, SCAG collects data and produces projections for cities within its planning area. According to the latest SCAG Demographics and Growth Forecast Technical Report, the City of Ventura had a 2020 population of 105,878 residents (SCAG 2021). SCAG predicts that the City will have a 2045 population of 123,900 residents (SCAG 2020a). As such, according to SCAG, the City is projected to have an average annual growth rate of approximately 721 residents, or 0.61%.

The U.S. Census Bureau also collects and publishes data on all U.S. states counties, and cities and towns with a population of 5,000 or more (U.S. Census Bureau 2021). This includes population, housing, and employment data. According to the U.S. Census Bureau, the City had a 2010 population of 106,433 residents and a 2020 population of 110,763 (U.S. Census Bureau 2021). This is representative of an annual growth rate of 433 residents, or 0.41%, between 2010 and 2020.

5.14.1.2 Employment Estimates

As shown in Table 5.14-1, the SCAG planning area is expected to see a growth in employment from approximately 8,695,000 jobs in 2020 to 10,049,000 jobs in 2045, resulting in an increase of 1,354,000 jobs (SCAG 2020a). This represents an average annual growth of 54,160, or 0.62%. Additionally, SCAG estimates that the County will grow in employment from 348,000 jobs in 2020 to 389,000 jobs in 2045, resulting in an increase of 41,000 jobs. This represents an average annual increase of 1,640, or 0.47%.

According to EDD, the City had 48,600 jobs in 2020 (EDD 2022), and according to SCAG, employment will grow to 64,500 jobs in 2045, resulting in an increase of 15,900 jobs over 25 years (SCAG 2020a). This represents an average annual growth of 636, or 1.31%.

5.14.1.3 Housing Estimates

As shown in Table 5-14.1, the SCAG planning area is expected to see a growth in housing units from approximately 6,333,000 units in 2020 to 7,633,000 units in 2045 (SCAG 2020a). This is an annual growth rate of approximately 52,000 units, or 0.82%. Additionally, SCAG estimates that that number of housing units in the County will increase from approximately 278,000 units in 2020 to approximately 306,000 units in 2045. This represents an annual growth rate of approximately 1,120 units, or 0.32%.

According to SCAG's housing projections for the City, the City had approximately 41,282 housing units in 2020, and is projected to have approximately 46,700 units in 2045. This represents an annual growth rate of approximately 217 units per year, or 0.53%. Furthermore, according to the City's General Plan Housing Element, the City has been allocated a Regional Housing Needs Assessment of 5,312 units (City of Ventura 2022). At the time of the adoption of the City's Housing Element, the City's approved housing projects offered a capacity of 1,006 units (City of Ventura 2022). Therefore, the City will seek to add an additional 4,306 housing units by 2029 (City of Ventura 2021).

5.14.1.4 Approved Housing Developments

According to the City's Community Development Department, there are 16 recently approved or pending housing development projects within 1 mile of the Project Site at the time of the drafting of this PEA, as described in detail in Section 7, Cumulative and other CEQA Considerations, of this PEA.

Table 5.14-2 provides a summary of the location and proposed development density of projects that are included in the City's database of planned projects.

Table 5.14-2. Housing Projects within One Mile of the Project Site

Cumulative Project Name	Address	Status	Direction from Site	Distance from Site	No./Type of Units
Prospect Apartments ADU (PROJ 22-0158)	338 W. Prospect Street (District 1)	Under Review	S	0.66	1 ADU
Meadows Residence (PROJ 22-0248)	652 Cedar Street (District 1)	Under Review	S	0.60	1 Reno
114 W. Simpson Street (PROJ 22-0097)	114 W. Simpson Street (District 1)	Under Review	S	0.56	1 Unit/ 1 ADU

Table 5.14-2. Housing Projects within One Mile of the Project Site

Cumulative Project Name	Address	Status	Direction from Site	Distance from Site	No./Type of Units
Chapman Apartments (PROJ 13914)	95 E. Ramona Street (District 1)	Under Review	S	0.52	4 Units
180 W. Ramona Street (PROJ 15272)	180 W. Ramona Street (District 1)	Under Review	S	0.49	4 Units
Leap of Faith (former LOGUE Project) (PROJ 7125)	2055 N. Ventura Avenue (District 1)	Under Review	NE	0.29	125 Units
Olive Block Apartments (PROJ 15442)	985 N. Olive St (District 1)	Under Review	S	0.27	32 Units
Garden Street Lofts (LD-960)	211 N. Garden Street. (District 1)	Under Construction	S	0.88	28 Units
Kellogg Apartments (PROJ 11817)	58 Kellogg Street (District 1)	Under Construction	S	0.45	23 Units
Westview Village (PROJ 7951)	West Warner Street (District 1)	Under Construction	S	0.22	320 Units
141 N Ventura Ave Renovation (PROJ 14897)	141 N. Ventura Avenue (District 1)	Entitled	S	0.95	9 Units
Orne Residence (PROJ 14669)	167 N. Garden Street (District 1)	Entitled	S	0.93	1 Ren
House Sheridan (PROJ 13658)	637 Sheridan Way (District 1)	Entitled	SW	0.51	10 Units
Bell & Olive Mixed Use (PROJ 12812)	830 N. Olive Street (District 1)	Entitled	S	0.37	8 Units
North Ventura Apartments (PROJ 11713)	2110 N. Ventura Avenue (District 1)	Entitled	NE	0.36	29 Units
DeAnza Courts (PROJ-10256)	1995 N. Ventura Avenue (District 1)	Entitled	NE	0.24	78 Units
				Total	**673 Units**

Notes: S = south; ADU = accessory dwelling unit; Reno = renovation; NE = northeast; SW = southwest.

5.14.2 Regulatory Setting

5.14.2.1 Federal

There are no federal programs, policies, or regulations related to population and housing that are applicable to the Project.

5.14.2.2 State

Housing Element Law

State Housing Element law (California Government Code Section 65580 et seq.) requires local government plans to address the existing and projected housing needs of all economic segments of the community through their Housing Elements. The Housing Element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every 8 years and determined legally adequate by the state. The purpose

of the Housing Element is to identify the community's housing needs and state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs. In addition, the Housing Element defines the related policies and programs that the community will implement to achieve the stated goals and objectives. This would be accomplished through the allocation of regional housing needs.

5.14.2.3 Regional

Southern California Association of Governments

SCAG is designated as a metropolitan planning organization. Its region encompasses Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is responsible for planning efforts that result in the RTP and the Federal Transportation Improvement Program; SCAG also develops the SCS to reduce GHG emissions as required by the Sustainable Communities and Climate Protection Act (Senate Bill 375).

SCAG is responsible for developing demographic projections; developing land use, housing, employment, transportation programs and strategies for South Coast Air Quality Management District; ensuring that the RTP and the Federal Transportation Improvement Program conform to the State Implementation Plans for transportation-related criteria pollutants, per the Clean Air Act; preparing the Regional Housing Needs Assessment, including planning for future population, housing, and employment growth throughout the SCAG region; and preparing the Southern California Hazardous Waste Management Plan. SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts within the SCAG region. SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of the anticipated growth. Growth forecasts contained in the RTP/SCS for Ventura County are used in this section to analyze population, housing, and employment forecasts as demonstrated above.

2020–2045 RTP/SCS (Connect SoCal)

The RTP is a long-range transportation plan that is developed and updated by SCAG every 4 years to guide transportation investments throughout the region. The SCS is a required element of the RTP that integrates land use and transportation strategies to achieve California Air Resources Board emissions reduction targets pursuant to Senate Bill 375. On September 3, 2020, the SCAG Regional Council adopted the 2020–2045 RTP/SCS (Connect SoCal). The RTP/SCS includes goals to increase mobility and enhance sustainability for the region's residents and visitors. The RTP/SCS encompasses three principles to improve the region's future: mobility, economy, and sustainability. The RTP/SCS provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning (SCAG 2020b).

To address the mobility challenges of the region's continuing roadway congestion, the RTP/SCS proposes transportation investments in transit, passenger and high-speed rail, active transportation, transportation demand management, transportation systems management, highways, arterials, goods movement, aviation and airport ground access, and operations and maintenance projects. The RTP/SCS recommends that local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce vehicle miles traveled, congestion, and GHG emissions. The RTP/SCS approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and GHG emissions. As part of its RTP/SCS document, SCAG develops population and housing forecasts for the SCAG region and for the jurisdictions that make up the SCAG region.

5.14.2.4 Local

California Public Utilities Commission (CPUC) decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.14.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2 lists the local authorizations that may be required for Project construction and operation.

City of Ventura General Plan Housing Element

The City's General Plan Housing Element identifies strategies and programs that focus on preserving and improving housing and neighborhoods, providing adequate housing sites, assisting in the provision of affordable housing, removing governmental and other constraints to housing investment, and affirmatively furthering fair housing. The Housing Element sets forth the City's goals and policies with respect to housing and establishes a comprehensive 8-year program strategy for the 2021–2029 planning period (City of Ventura 2022). None of the goals and policies outlined in the City's General Plan Housing Element are relevant to the Project.

5.14.3 Impact Questions

The Project's potential impacts on population and housing were evaluated using the impact questions set forth in Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.). There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to population and housing (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.14-3 and discussed in more detail in Section 5.14.4, Impact Analysis.

Table 5.14-3. Checklist for Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING – Would the project:				
5.14a) Induce substantial unplanned 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)?	☐	☐	☐	☒
5.14b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

5.14.4 Impact Analysis

5.14a) Would the project induce substantial unplanned 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)?

Construction

No Impact. Regarding the potential for Project-related employment to indirectly facilitate population growth, the Project would not create new employment opportunities that could result in substantial unplanned population growth for the City or region. It is anticipated that construction jobs would generally be filled by the existing area labor force and that any temporary influx of workers from outside the area would not lead to permanent population growth. Project construction would not involve removal of existing residences and would not otherwise lead to the displacement of people. Additionally, because the construction phase of the Project would be temporary and would not lead to a permanent need for construction workers, construction personnel would work at the Project Site on a temporary basis and are not likely to relocate their households as a result of the construction job opportunities created by the Project. Therefore, the Project would not indirectly facilitate substantial unplanned population growth due to construction activities and no impact would occur.

Operation

No Impact. The Project would involve modernizing an existing natural gas compressor station. As discussed in detail in Chapter 2, the need for the Project is driven by changed operating requirements resulting from reductions in locally produced natural gas supplies; the inability of the existing infrastructure (installed almost 40 years ago) to support reliability; and the critical importance of maintaining adequate inventory in the La Goleta Storage Field, which impacts the reliability of SoCalGas's entire system. However, the Project would serve a large area located along SoCalGas's North Coastal System, which runs from the Project Site to communities around San Luis Obispo and Paso Robles. As such, the modernization of the Ventura Compressor Station is needed to allow SoCalGas to provide reliable natural gas service to its large network of existing customers and is not planned to allow for substantial new customers.

Operation of the Project would result in a net increase of one permanent employee at the Project Site, for a total of four on-site employees. This increase of one employee on the site would not exceed the employment projections for the City, as described in Section 5.14.1. Therefore, the Project would not indirectly facilitate substantial unplanned population growth due to operational activities and no impact would occur.

5.14b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project Site is fully developed with paving and improvements associated with the existing SoCalGas operations on the site. The site does not contain any housing units. Therefore, the Project would not require demolition of existing housing or displace people or housing. As such, no impact would occur.

5.14.5 Mitigation Measures

No impacts would occur as a result of the Project; therefore, no mitigation is required.

5.14.6 Level of Significance Summary

The Project would have no impact related to inducing substantial unplanned 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).

The Project would have no impact related to displacing substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.14.7 Avoidance and Minimization Measures

5.14.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that would be applicable to population and housing.

5.14.7.2 Project Best Management Practices

No impacts associated with population and housing would occur as a result of implementation of the Project, and no Project-specific best management practices are required.

5.15 Public Services

This section describes existing conditions and potential impacts on public services as a result of construction, operation, and maintenance of the Ventura Compressor Modernization Project (Project). Information contained in this section is based on a review of relevant online data from the City of Ventura (City) and County of Ventura (County), as well as the following:

- Appendix H, Preliminary Construction Fire Prevention Plan

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.15.1 Environmental Setting

5.15.1.1 Service Providers

Fire

Local Responsibility Area

The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030) is located at 1555 North Olive Street in the City of Ventura, slightly east of State Route 33. A temporary construction Staging Area (approximately 2.53 acres) is proposed adjacent to the west of the Project Site (where discussed in combination, the Project Site and the Staging Area are referred to as the Development Area). The Project Site is within a Local Responsibility Area (LRA) that is served by the Ventura City Fire Department (VCFD). VCFD operates six fire stations. The nearest station to the Development Area is Fire Station 1, located at 717 North Ventura Avenue. This station is 0.7 roadway miles southeast of the Project Site and is shown on Figure 5.15-1, Public Services in the Vicinity of the Project Site. Each VCFD station is staffed with an engine company and a minimum of three firefighter-paramedics on duty at any given time. Each engine company consists of a captain (supervises and directs all emergency operations), an engineer (responsible for the safe operation of the apparatus and all equipment on board), and a firefighter-paramedic (completes firefighting tasks and provides advanced life support measures) (VCFD 2023).

VCFD is supported with a Hazardous Materials (HazMat) Unit, which is housed in Fire Station 6, located at 10797 Darling Road and shown on Figure 5-15.1 (12 roadway miles east of the Project Site). Firefighters assigned to Fire Station 6 receive extensive hazardous materials training. The VCFD HazMat Unit is part of the Ventura County Regional HazMat Plan and provides 24-hour emergency response services to incidents occurring in the City for the safety of residents and the local environment. VCFD assesses threats, mitigates accidental releases, monitors cleanup operations, works with law enforcement agencies, and conducts continued training at the local and regional levels. The HazMat Unit responses include radiological, biological, and chemical threats; agricultural emergencies; and the decontamination of victims and fire personnel. The VCFD is staffed with 27 firefighters who are certified as HazMat Technicians or HazMat Specialists (VCFD 2023).

VCFD has a goal of reaching every emergency within 5 minutes of dispatch and has established a goal of responding to all emergencies with improved response times. "Emergencies" are characterized as brush fires, structure fires, automobile accidents, and/or life-threatening medical emergencies (VCFD 2023).

VCFD is the primary emergency response agency for an emergency natural-gas-related incident at the Ventura Compressor Station. VCFD also reviews and approves the facility's hazardous materials business plan (HMBP) and spill prevention, control, and countermeasure (SPCC) plan. In advance of routine maintenance activities, SoCalGas contacts VCFD to maintain open communication. SoCalGas's Emergency Services Department also conducts annual briefings with first responders in the City, such as VCFD, so that responders are educated about how to respond to a natural gas incident (SoCalGas 2022).

State Responsibility Area

While the Development Area itself is located within an LRA for firefighting, it is located near State Responsibility Areas (SRAs). Specifically, land mapped within an SRA is located approximately 950 feet west of the Development Area and approximately 2,600 feet east of the Development Area (CAL FIRE 2022). In most cases SRAs are protected directly by the California Department of Forestry and Fire Protection (CAL FIRE); however, Ventura County is one of six counties in which SRA fire protection is provided by the individual counties under contract with CAL FIRE (such counties are referred to as Contract Counties). Contract Counties are responsible for providing initial attack response to fires in SRAs within their counties. CAL FIRE provides funding to these six counties for prevention and suppression of wildland fires in SRAs. This funding provides fire protection services, including salary and wages of suppression crews, maintenance of firefighting facilities, pre-fire management positions, special repairs, and administrative services. Currently, the state funds 68 fire stations, 84 fire engines, 12 bulldozers, 16 fire prevention officers, and 42 positions within six emergency command centers of the six counties. CAL FIRE provides other services to Contract Counties including urban forestry grants, resource management assistance, fire investigation support, and training (CAL FIRE 2023). The SRA areas near the Project Site are thus primarily served by the Ventura County Fire Department, with support from CAL FIRE, as described above. The nearest Ventura County Fire Station to the Project Site is Station 23, located approximately 8 roadway miles north of the Project Site (Ventura County Fire Department 2023). This station is identified on Figure 5.15-1.

Police

The City of Ventura Police Department (VPD) provides police protection services for the Development Area and vicinity. VPD is supported by one station, which is located at 1425 Dowell Drive in the City of Ventura. This station is approximately 8 roadway miles southeast of the Project Site. This station is identified on Figure 5.15-1.

VPD is staffed with approximately 137 police officers and 48 professional staff. VPD is led by one chief, one assistant chief, and six commanders. Each commander is assigned to a Neighborhood Community Council. The Development Area is located within District 1, Westside Community Council (VPD 2023).

VPD has established response time goals for different types of calls. Table 5.15-1 shows response time goals and recent response time data for Priority 1, 2, and 3 calls.

Table 5.15-1. Police Response Times

Call Type	Goal	2021 Data	2022 Data
Priority 1 calls (emergencies and in-progress crimes)	Less than 5 minutes	4 minutes and 59 seconds	4 minutes and 34 seconds
Priority 2 calls (non-emergency situations)	10 minutes	10 minutes and 4 seconds	8 minutes and 29 seconds

Table 5.15-1. Police Response Times

Call Type	Goal	2021 Data	2022 Data
Priority 3 calls (non-emergency situations, with no threat to life or property)	20 minutes	28 minutes and 32 seconds	27 minutes and 59 seconds

Source: VPD 2022; Lexipol 2020.

As shown in Table 5.15-1, VPD met its response time goal for Priority 1 calls in 2021 and 2022. For Priority 2 calls, the response time goal was met in 2022 but not in 2021. For Priority 3 calls, the response time goal was not met in 2021 or 2022.

Schools

The Project area is served by the Ventura Unified School District (VUSD). VUSD serves an area of approximately 165 square miles in western Ventura County, and its service area includes the City of Ventura and surrounding unincorporated communities. VUSD has an enrollment of more than 15,000 students and operates 18 elementary schools, 7 middle schools, and 5 high schools. VUSD has a student-to-teacher ratio of 25:1, which exceeds the state average (U.S. News 2023a; VUSD 2023a).

The Development Area is within the service area of the following schools (VUSD 2023b):

- E.P. Foster Elementary School (grades K–5), located at 20 Pleasant Place, Ventura
- De Anza Academy of Tech & Arts (grades 6–8), located at 2060 Cameron Street, Ventura
- Ventura High School (9–12), located at Two North Catalina Street, Ventura

Table 5.15-2 shows enrollment data for the three schools that serve the Project area, based on the latest data available on VUSD's website.

Table 5.15-2. School Enrollment Data

School	2021/2022 Capacity	2021 Enrollment	Capacity Utilized
E.P. Foster Elementary School	468	351	75%
De Anza Academy of Tech & Arts	932	575	62%
Ventura High School	2,451	2,324	95%

Source: VUSD 2022a.

As shown, the three schools that serve the Project area are currently under capacity. Overall, VUSD has reported declining enrollment in the schools that serve areas within the City (VUSD 2022b).

Parks

The City of Ventura Parks and Recreation Department operates parks, beaches, golf courses, and sports fields within the City. More specifically, the Parks and Recreation Department maintains 39 traditional parks in addition to neighborhood, pocket, and linear parks, totaling approximately 600 acres of parklands. The City also oversees two beach areas. Other beaches in the City are managed by California State Parks and the Ventura Port District. Additionally, the City owns and operates two municipal golf courses (City of Ventura 2023). City recreational facilities in the vicinity of the Development Area (within 1 mile of the Project Site) are listed in Table 5.15-3.

Table 5.15-3. City Park Facilities in the Project Vicinity

Facility Name	Proximity to and Direction from Project Site	Acreage	Characteristics; Amenities
Ojai Valley Trail	525 feet west	N/A	9-mile trail running parallel to State Route 33; accommodates bicyclists, walkers, joggers, pets, and horseback riders
Harry A. Lyon Park	0.30 miles northeast	11 acres	Sports fields and courts, including tennis, basketball, and softball
Kellogg Park	0.40 miles southeast	2.5 acres	Walking loop, community garden, and playground, among other park amenities
Westpark Community Center, Park and Garden	0.65 miles south	7.32 acres	Community center, skateboard park, soccer fields, among other amenities
Grant Park	0.65 miles southeast	107 acres	Walking trails, picnic tables

Sources: City of Ventura 2005a, 2007, 2023.
Note: N/A = not applicable.

In addition to City-owned parks, regional facilities are available within and near the City, including 7 miles of beaches that line the western boundary of the City, the County Fairgrounds, and the Saticoy Regional Golf Course. Additionally, VUSD and Ventura College have joint-use agreements with the City so that residents have access to their sports fields, pools, and gymnasiums after school hours. In total, these non-City parks and recreational facilities provide an additional 600 acres of recreational space for City residents (City of Ventura 2005a).

The City has a standard of providing 10 acres of parkland per 1,000 residents. At the time of publication of the 2005 Ventura General Plan, the City identified a parkland deficiency of approximately 180–184 acres (City of Ventura 2005a).

Information regarding the Project's recreational setting is also available in Section 5.16, Recreation, of this PEA.

Hospitals

The nearest hospitals to the Development Area are Ventura County Medical Center (Medical Center) and Community Memorial Hospital (Hospital), both of which are located within the City, approximately 3 miles (or 4 roadway miles) southeast of the Project Site.

The Medical Center is located at 300 Hillmont Avenue. It is characterized as a General Acute Care Hospital and provides 223 licensed beds (HCAI 2023). The Medical Center offers hospital, clinic, and specialty services. The Medical Center is the designated Level II Trauma Center for the western portion of Ventura County (VCMC 2023).

The Hospital is located at 147 North Brent Street. It is characterized as a General Acute Care Hospital and provides 250 licensed beds (HCAI 2023). The Hospital provides primary and specialty medical care and is characterized as a general medical and surgical facility (U.S. News 2023b).

Ventura County as a whole has 1.8 hospital beds available per 1,000 residents, which is a lower ratio than the state average of 2.4 beds per 1,000 people and slightly lower than the national average of 1.9 beds per 1,000 people (U.S. News 2023c).

5.15.2 Regulatory Setting

5.15.2.1 Federal

International Fire Code

The International Fire Code (IFC), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what measures are required to protect against structural fires. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, IFC employs a permit system based on hazard classification. The IFC is updated every 3 years.

National Fire Protection Association

The National Fire Protection Association (NFPA) Standard 1710 calls for response time targets of 4 minutes or less for the arrival of the first arriving engine company at a fire suppression incident and 8 minutes or less for the deployment of a full crew. It also establishes emergency medical response time targets of 4 minutes or less for a first responder and 8 minutes or less for a full company. The 2020 Edition also calls for the arrival of a second "properly staffed four-person unit" to arrive within 6 minutes or less (NFPA 2020).

The NFPA also establishes standards specifically pertaining to the safe construction and operations of natural gas systems. Examples include NFPA Standard 54, National Fuel Gas Code, which provides minimum safety requirements for the design and installation of fuel gas piping systems in homes and other buildings (NFPA 2021). NFPA Standard 56, Standard for Fire and Explosion Prevention During Cleaning and Purging of Flammable Gas Piping Systems, provides minimum safety requirements for the cleaning and purging procedures of flammable gas piping systems, including cleaning new or existing piping systems, purging piping systems into service, and purging piping systems out of service (NFPA 2023).

Code of Federal Regulations – Title 49 (Transportation)

The Code of Federal Regulations (CFR) Title 49 (specifically, Part 192) establishes minimum federal requirements for pipeline safety, including the transportation of natural gas by pipeline. Topics covered include materials to be used, pipe design, construction requirements, requirements for corrosion control, testing requirements, operational and maintenance requirements, integrity management, criteria for cathodic protection, and required qualifications for pipeline personnel. Required compliance with 49 CFR 192 ensures that SoCalGas's pipelines and facilities are constructed, operated, and maintained pursuant to federal safety standards.

U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration

The U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's pipeline transportation system and shipments of hazardous materials by land, sea, and air. PHMSA's mission is to protect people and the environment by advancing the safe transportation of energy and other hazardous materials. To do this, PHMSA establishes national policy; sets and enforces standards; educates; and conducts research to prevent incidents. PHMSA also prepares the public and first responders to reduce consequences if an incident does occur.

More specifically, PHMSA's Office of Pipeline Safety is responsible for carrying out a national program to ensure the safe, reliable, and environmentally sound operation of the nation's natural gas and hazardous liquid pipeline transportation system. Within the Office of Pipeline Safety, the Policy and Programs Division develops, proposes, and implements regulatory policy initiatives and regulations governing the safe operation of the nation's hazardous liquid and natural gas pipeline transportation system. The office also directs education and outreach efforts to promote the adoption and increased use of safety programs and activities by state and local governments, pipeline operators, and the general public in their efforts to enhance safety. The Field Operations Division administers a national pipeline safety inspection and enforcement program to support compliance of federal pipeline safety regulations. The office is responsible for providing executive direction, policy, and national coordination for regional operations, as well as emergency support and security (PHMSA 2023). SoCalGas is required to comply with applicable requirements set forth by the PHMSA.

5.15.2.2 State

California Building Code and California Fire Code

The California Building Code is a compilation of building standards, including fire safety standards for new buildings, which are provided in the California Fire Code. The California Fire Code is Chapter 9 of Title 24 of the California Code of Regulations (CCR). The California Fire Code provides regulations for safeguarding life and property from fire and explosion hazards derived from the storage, handling, and use of hazardous substances, materials, and devices. The provisions of this code apply to construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenance connected or attached to such building structures throughout the state.

California Occupational Safety and Health Administration

In accordance with 8 CCR 1270, Fire Prevention, and 8 CCR 6773, Fire Protection and Fire Equipment, the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials; fire hose size requirements; restrictions on the use of compressed air; requirements for access roads; and guidelines for testing, maintaining, and using all firefighting and emergency medical equipment.

California Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50% sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051–30056 provide rules to implement Proposition 172. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992–1993 fiscal year. An agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection, emergency medical services, and police protection services.

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises. SoCalGas is specifically overseen by CPUC's Gas Safety and Reliability Branch. The Gas Safety and Reliability Branch ensures that intra-state natural gas and liquid petroleum gas pipeline systems are designed, constructed, operated, and maintained according to safety standards set by CPUC and the federal government, as compared to interstate pipelines, which are regulated by PHMSA. The Gas Safety and Reliability Branch oversees the operation and safety of the five major investor-owned utilities that serve natural gas to California customers, including SoCalGas.

CPUC has established several General Orders (GOs) that provide requirements for safe construction and operation of natural gas infrastructure, including GO 58-A (Standards for Gas Service in the State of California), and GO 112-F (State of California Rules Governing Design, Construction, Testing, Operation, and Maintenance of Gas Gathering, Transmission, and Distribution Piping Systems) (CPUC 2015).

California Public Utilities Code

The California Public Utilities Code includes requirements to promote safe operations of natural gas infrastructure. Specifically, Chapter 4.5 addresses gas pipeline safety and includes the Natural Gas Pipeline Safety Act of 2011. This act establishes requirements for emergency response standards for owners or operators of natural gas transmission and distribution lines. Relevant requirements include establishing and maintaining liaisons with appropriate fire, police, and other public officials; holding annual meetings with local fire departments to discuss and review contingency plans for emergencies; and developing and implementing plans for safe and reliable operations of gas pipeline facilities.

California Education Code

The facilities and services of VUSD are subject to the rules and regulations of the California Education Code and governance of the State Board of Education. Traditionally, the state has passed legislation for the funding of local and public schools and provided the majority of monies to fund education in the state. To assist in providing facilities to serve students generated from new development projects, the state passed Assembly Bill 2926 in 1986, allowing school districts to collect impact fees from developers of new residential, commercial, and industrial developments. to contribute a matching share of the cost of construction, modernization, or reconstruction of school facilities. Subsequent legislation has modified the fee structure and general guidelines. Section 65996 of the California Government Code designates Section 17620 of the California Education Code (the mitigation fees authorized by Senate Bill [SB] 50) and Section 65970 of the California Government Code as the exclusive methods for considering and mitigating development impacts on school facilities.

Senate Bill 50 and Proposition 1A

SB 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. It placed a $9.2 billion state bond measure (Proposition 1A), which includes grants for modernization of existing school and construction of new schools, on the ballot for the November 3, 1998, election. Proposition 1A was approved by voters, thereby enabling SB 50 to become fully operative. Under SB 50, a program for funding school facilities largely based on matching funds was created. Its construction grant provides funding on a 50/50 state and local match basis, while its modernization grant provides funding on a 60/40 basis. Districts unable to provide some, or all, of the local match requirement may meet financial hardship provisions and are potentially eligible for additional

state funding. In addition, SB 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction. Pursuant to California Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential impacts.

Quimby Act

California Government Code Section 66477, Subdivision Map Act, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fees are based on the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public school grounds. The Quimby Act applies only to development of residential subdivisions; therefore, the Project would not be subject to the Quimby Act.

5.15.2.3 Regional

There are no regional regulations pertaining to public services that are applicable to the Project.

5.15.2.4 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required. As discussed in Section 5.15.1, Environmental Setting, the Development Area is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2, Introduction, lists the local authorizations that may be required for Project construction and operation.

City of Ventura General Plan

City policies pertaining to fire services, police services, schools, parks, and hospitals are included in Section 6 (Our Active Community), Section 7 (Our Healthy and Safe Community), and Section 8 (Our Educated Community) of the 2005 Ventura General Plan (City of Ventura 2005b).

Fire

Policy 7C: Optimize firefighting and emergency response capabilities.

Action 7.12: Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance.

Action 7.13: Resolve extended response time problems by:

- adding a fire station at the Pierpont/Harbor area,
- relocating Fire Station #4 to the Community Park site,
- increasing firefighting and support staff resources,

- reviewing and conditioning annexations and development applications, and
- require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.

Action 7.14: Educate and reinforce City staff understanding of the Standardized Emergency Management System for the State of California.

Police

Policy 7D: Improve community safety through enhanced police service.

Action 7.15: Increase public access to police services by:

- Increasing police staffing to coincide with increasing population, development, and calls for service;
- Increasing community participation by creating a Volunteers in Policing Program, and,
- Require the funding of new services from fees, assessments, or taxes as new developments are developed.

Action 7.16: Provide education about specific safety concerns such as gang, senior-targeting fraud, and property crimes.

Action 7.17: Establish a nexus between police department resources and increased demands associated with new development.

Action 7.18: Continue to operate the Downtown Police storefront.

Action 7.19: Expand Police Department headquarters as necessary to accommodate staff growth.

Schools

Policy 8A: Reach out to institutions and educators to advance lifelong learning.

Action 8.1: Work closely with schools, colleges, and libraries to provide input into site and facility planning.

Action 8.2: Organize a regional education summit to generate interest in and ideas about learning opportunities.

Action 8.3: Adopt joint-use agreements with libraries, schools, and other institutions to maximize use of educational facilities.

Action 8.4: Distribute information about local educational programs.

Policy 8B: Increase the availability and diversity of learning resources.

Action 8.5: Install infrastructure for wireless technology and computer networking in City facilities.

Action 8.6: Establish educational centers at City parks.

Action 8.7: Work with the State Parks Department to establish a marine learning center at the Harbor.

Action 8.8: Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.

Parks

Policy 6A: Expand the park and trail network to link shoreline, hillside, and watershed areas.

Action 6.1: Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development.

Action 6.2: Require higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces.

Action 6.3: Work with the County to plan and develop trails that link the City with surrounding open space and natural areas, and require development projects to include trails when appropriate.

Action 6.4: Request Flood Control District approval of public access along unchannelized watercourses for hiking.

Action 6.5: Seek landowner permission to allow public access on properties adjacent to open space where needed to connect trails.

Action 6.6: Update plans for and complete the linear park system as resources allow.

Action 6.7: Work with the County of Ventura to initiate efforts to create public trails in the hillsides.

Action 6.8: Update and require periodic reviews of the Park and Recreation Workbook as necessary to reflect City objectives and community needs.

Action 6.9: Require dedication of land identified as part of the City's Linear Park System in conjunction with new development.

Action 6.10: Evaluate and incorporate, as feasible, linear park segments in the General Bikeway Plan.

Action 6.11: Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.

Action 6.12: Update and carry out the Grant Park Master Plan.

Action 6.13: Foster the partnership between the City and Fair Board to improve Seaside Park.

Policy 6B: Ensure equal access to facilities and programs.

Action 6.14: Improve facilities at City parks to respond to the requirements of special needs groups.

Action 6.15: Adjust and subsidize fees to ensure that all residents have the opportunity to participate in recreation programs.

Action 6.16: Update the project fee schedule as necessary to ensure that development provides its fair share of park and recreation facilities.

Policy 6C: Provide additional gathering spaces and recreation opportunities.

Action 6.17: Update and create new agreements for joint use of school and City recreational and park facilities.

Action 6.18: Offer programs that highlight natural assets, such as surfing, sailing, kayaking, climbing, gardening, and bird watching.

Action 6.19: Provide additional boating and swimming access as feasible.

Action 6.20: Earmark funds for adequate maintenance and rehabilitation of existing skatepark facilities, and identify locations and funding for new development of advanced level skatepark facilities.

Policy 6D: Increase funding and support for park and recreation programs.

Action 6.21: Promote the use of City facilities for special events, such as festivals, tournaments, and races.

Action 6.22: Enter into concession or service agreements where appropriate to supplement City services.

Hospitals

Policy 7A: Encourage wellness through care and prevention.

Action 7.1: Work with interested parties to identify appropriate locations for assisted-living, hospice, and other care-provision facilities.

Action 7.2: Provide technical assistance to local organizations that deliver health and social services to seniors, homeless persons, low-income citizens, and other groups with special needs.

Action 7.3: Participate in school and agency programs to:

- provide healthy meals,
- combat tobacco, alcohol, and drug dependency,
- distribute city park and recreation materials through the schools, and
- distribute information about the benefits of proper nutrition and exercise.

Action 7.4: Enhance or create ordinances which increase control over ABC licensed premises.

Action 7.5: Investigate the creation of new land use fees to enhance funding of alcohol related enforcement, prevention and training efforts.

5.15.3 Impact Questions

The Project's potential impacts on public services were evaluated using the impact questions set forth in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines). There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring

CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to public services (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.15-4 and discussed in more detail in Section 5.15.4, Impact Analysis.

Table 5.15-4. Checklist for Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES – Would the project:				
5.15a) Result in 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:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☒	☐

5.15.4 Impact Analysis

Methodology and Assumptions

Public services data was obtained from searches of local government websites and other local service informational resources, including the City's General Plan and General Plan EIR (City of Ventura 2005b, 2005a). The review also included Google Earth maps, aerial photographs of the Project area, geographic information system data, and online maps. Anticipated construction schedules, temporary (construction) impact areas, and permanent (operation and maintenance) impact areas were also reviewed.

5.15a) Would the project result in 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:

Fire protection?

Construction

Less-Than-Significant Impact. Construction activities associated with the Project may temporarily (i.e., for approximately 25 months during proposed construction) result in a slight increase in demand for fire protection and emergency medical services. Construction activities would involve the operation of construction equipment and machinery; storage, handling, and disposal of combustible materials; and the use of flammable or hazardous materials, as is typical of construction sites. Construction activities would therefore have the potential to temporarily increase the risk of a fire or medical emergency within the

Development Area relative to typical site conditions due to additional activities and the presence of additional equipment pieces and materials. However, for the reasons enumerated below, this potential temporary increase in demands would not result in significant environmental impacts pertaining to the need for new, expanded, or physically altered fire protection facilities.

Construction Requirements and Safety Practices

Fire prevention and response procedures for construction are described in Section 3.5.11, Fire Prevention and Response, of this PEA. Compliance with California Division of Occupational Safety and Health regulations, California Process Safety Management regulations, and CFR requirements would be maintained throughout the Project. SoCalGas also has a Contractor Safety Program and would require all contractors working at the site to meet or exceed the requirements of this program and to demonstrate their past safety performance. Specifically, to comply with California Department of Industrial Relations, Division of Occupational Safety and Health and Fire and Building Code requirements, construction managers and personnel at the construction site would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on site. Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. State regulations and code requirements would require personnel to be trained in fire prevention and emergency response, maintenance for fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials. Further, in addition to regulatory compliance, the Project would include a Construction Fire Prevention Plan (included as Appendix H of this PEA), as specified in CPUC-FIRE-1 (provided in full in Section 5.20.7.1, Avoidance and Minimization Methods). The Construction Fire Prevention Plan would provide protocols for fire prevention during construction. Additional details regarding this plan are provided in PEA Section 5.20, Wildfire. SoCalGas would also implement CPUC-FIRE-2 (Fire Prevention Practices [Construction and Operation]), which, through enhanced training and communication protocols for construction workers and Project Site personnel, would facilitate improved coordination with emergency responders. Compliance with regulatory requirements and implementation of CPUC-FIRE-1 and CPUC-FIRE-2 would reduce the potential for fire and/or medical emergencies to occur during construction and would also reduce the severity of any such emergencies.

VCFD is the primary emergency response agency for an emergency incident within the Development Area, including incidents that could occur during construction. Additionally, VCFD is the approving agency for the compressor station's HMBP and SPCC plan and is thus familiar with the facility's hazardous materials and storage procedures. VCFD also receives annual briefings from SoCalGas's Emergency Services Department on how to respond to a natural gas incident. As such, VCFD is well equipped to respond in the unlikely event of a fire or medical emergency within the Development Area during construction, including an emergency involving natural gas or hazardous materials.

Wildfire Hazards

Wildfire hazards are discussed in detail in Section 5.20, Wildfire, of this PEA. As described therein, the Development Area is not within a CPUC High Fire-Threat District, an SRA, or a designated Very High Fire Hazard Severity Zone. The Development Area is urban, and no hazardous or high-risk vegetation exists within the Development Area. Furthermore, the immediate areas surrounding the Development Area are also urban and do not include natural fuels likely to propagate wildfire spread. Therefore, direct exposure to wildfire within the Development Area is unlikely. The closest natural vegetation to the Development Area

exists within the Ventura River corridor. Specifically, the Project Site is 900 feet east, and the Staging Area is approximately 650 feet east, of the Ventura River. However, Project construction would not involve activities within or adjacent to this area or any other natural areas with potential fuel loads (i.e., high-risk or hazardous vegetation). While construction may temporarily increase the risk of fire hazards within the Development Area, numerous safety requirements and practices would be put in place to reduce the risk of such hazards and to reduce the severity of such hazards, should they arise. For these reasons, Project construction would not be anticipated to result in or substantially exacerbate wildfire hazards such that new, expanded, or physically altered fire protection facilities would be needed.

Emergency Vehicle Ingress/Egress

The Project Site currently meets all access and safety requirements for fire and emergency services. The site has access points that connect to North Olive Street. The primary entrance (and main access point) is approximately 36 feet wide. A secondary access point is 20 feet wide. The primary entrance is sufficient for fire trucks and other emergency response vehicles that connect to North Olive Street (see Section 3.5.1.1, Fire Prevention and Response, and Figure 3-6, Underground Utilities Plan, of this PEA for details). A secondary access road would be established during construction, extending across the T&T Crane property to the west and then connecting to Stanley Avenue. The existing west and south perimeter chain-link fence/block wall would be removed and a temporary 20-foot-wide driveway would be installed (see Section 3.5.1.2, Proposed Access Roads, for details).

The existing facility has fire water infrastructure on site that meets fire department requirements (SoCalGas 2022). Access to the on-site water infrastructure would be maintained throughout construction. Construction would involve installation of a new fire water line with a new connection to the existing City water line. However, the existing fire water infrastructure would remain in place until the new connection is established, such that no breaks in service would occur during construction. These existing and proposed characteristics of the Project Site would ensure that fire and emergency services would be able to access and serve the construction site without impediments in the event of an emergency. Furthermore, construction is anticipated to be contained within the existing site and is not anticipated to require any road closures within the vicinity of the Development Area. As such, construction would not be anticipated to present any significant impediments to the movement of emergency vehicles in the Project area.

Emergency Response Times

As stated in Section 5.15.1, VCFD has a goal of reaching every emergency within 5 minutes of dispatch and has established a goal of responding to all emergencies with improved response times. “Emergencies” are characterized as brush fires, structure fires, automobile accidents, and/or life-threatening medical emergencies (VCFD 2023).[1] Project construction is not anticipated to substantially affect VCFD’s achievement of its response time goals. Although construction would lead to temporary increases in vehicle trips to/from the Development Area, such trips would not be expected to impede the movement of emergency vehicles or adversely affect response times. As described in Section 3.5.1.2, temporary construction access would be

[1] The 2005 Ventura General Plan states that VCFD’s goal is to reach the scene of a fire, medical, and disaster call “within 4 minutes 90% of the time” (City of Ventura 2005b). However, as of February 2023, the response time goal provided on the VCFD’s website is to “maintain an average response time of 5 minutes to emergencies within the City” (VCFD 2023). For the purposes of this PEA, it is assumed that the response time discrepancy between the General Plan and information provided on VCFD’s website can be attributed to the relative age of the General Plan, which was drafted more than 17 years ago. Thus, the more recent VCFD source is assumed to provide an updated and accurate average VCFD response time goal (i.e., an average of 5 minutes) (VCFD 2023).

provided across the T&T Crane property to the west, connecting to Stanley Avenue, which would reduce construction traffic on Olive Street and other local roads. As needed, large construction equipment (e.g., compressors) may need to be transported to North Olive Street; however, most construction traffic would access the site via Stanley Avenue. Travel lanes on North Olive Street may be temporarily blocked during the delivery of large construction equipment. No full road closures are anticipated, and major shipments and delivery of oversized loads would occur during non-peak traffic hours only.

SoCalGas would implement measures as described in Project Best Management Practice (BMP) TRA-1 (Construction Traffic Control Plan; see Section 5.17.7.2, Project Best Management Practices, in Section 5.17, Transportation, for complete text of BMP-TRA-1) to minimize potential impacts during construction, including the use of flaggers during the delivery of large equipment. Lane blockages would be temporary and would only occur occasionally during the construction period. Further, as part of BMP-TRA-1, SoCalGas and its contractor would follow standard construction practices and ensure that adequate on-site circulation and access is always maintained for all users, including coordinating with local emergency response providers (local police, fire, and medical dispatch) regarding proposed construction activities.

Increases in traffic in the Project area associated with Project construction would be temporary and periodic. Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to employ a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. These options would reduce the likelihood for temporary, periodic construction traffic to impede the path or speeds of emergency vehicles. As such, Project construction would not have the potential to adversely affect emergency response times.

Displaced Population

Construction activities within the Development Area would lead to a temporary need for construction workers. It is anticipated that construction jobs would generally be filled by the existing area labor force and that any temporary influx of workers from outside the area would not lead to permanent population growth. Additionally, because the construction phase of the Project would be temporary and would not lead to a permanent need for construction workers, construction personnel would work at the Project Site on a temporary basis and are not likely to relocate their households as a result of the construction job opportunities created by the Project. Construction activities would take place within the Project Site and the Staging Area. Project construction would not involve removal of existing residences and would not otherwise lead to the displacement of people. As such, Project construction would not create new permanent employment and would not require the relocation of existing populations. Therefore, Project construction is not expected to generate permanent population growth or alter growth patterns in the area and would not require expanded or new fire protection facilities to support new or relocated populations.

Based on the considerations outlined above, VCFD is equipped and prepared to deal with construction-related traffic and fires, should they occur. With the planned compliance with applicable codes and fire safety standards in conjunction with implementation of CPUC-FIRE-1 and CPUC-FIRE-2, Project construction would not adversely impact firefighting and emergency services in their ability to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Additionally, Project construction is not expected to generate population growth in the area and therefore would not require new, expanded, or physically altered fire protection facilities to support population growth. For these reasons, construction impacts would be less than significant, and no mitigation is required.

Operation

No Impact. The need for new or expanded fire protection facilities/structures/buildings during a project's operational phase is typically associated with a substantial population increase, a substantial increase in developed structures, and/or a substantial increase in fire activity, such as wildfire hazards. For the reasons enumerated below, Project operations would not meet these conditions and therefore would not result in significant environmental impacts pertaining to the need for new, expanded, or physically altered fire protection facilities.

Operational Requirements and Safety Practices

VCFD currently serves the Development Area and the surrounding vicinity. During Project operations, two natural gas compressors and two electric compressors would operate on site, as opposed to the three natural gas compressors that operate under existing conditions. The introduction of electric compressors to the Project Site would be associated with an expansion in the capacity of electrical service on the Project Site (see PEA Section 5.19, Utilities and Service Systems, for details). The expanded electrical service necessary for the new electric compressors is analyzed in Section 5.20 of this PEA for its potential to exacerbate fire risk. As determined therein, this infrastructure would not exacerbate fire risk. The compressors themselves would be housed within a structure that would be supported with a fire suppression system developed pursuant to applicable fire codes. Furthermore, it is anticipated that the proposed facilities may ultimately serve to reduce the potential for fire, because equipment and structures would be modernized and/or brought into compliance with updated fire, safety, and building codes (e.g., the California Health and Safety Code [Titles 19 and 24 of the CCR]). The Project would be designed and operated in accordance with NFPA standards and local building codes. All buildings would be designed with fire and gas detection systems as well as fire protection systems that would meet all applicable code requirements. Additionally, the Project is anticipated to result in a net increase of one daily employee at the site, for a total of four employees required for operations. This increase is not substantial, and the presence of one additional employee at the site would not be expected to appreciably change the frequency of emergency calls from the site. As such, operations of the Project would not be expected to increase the frequency of emergency response calls relative to existing conditions.

The Project Site is closest to VCFD Fire Station 1, located at 717 North Ventura Avenue. This station is 0.7 roadway miles southeast of the Project Site. Fire Station 6, located at 10797 Darling Road (12 roadway miles east of the Project Site), houses VCFD's HazMat Unit. Firefighters assigned to Fire Station 6 have extensive hazardous materials training. The VCFD HazMat Unit is part of the Ventura County Regional HazMat Plan and provides 24-hour emergency response services to incidents occurring in the City for the safety of residents and the local environment. Fire Station 6 would respond in the event of a chemical-related threat at the Project Site. However, as described above, Project operations are not expected to increase the need for fire protection services at the site relative to existing conditions, and equipment and structural modernization may reduce the potential for a fire-related emergency relative to existing conditions. Furthermore, SoCalGas has numerous safety features and practices in place that would continue to be employed during the operational phase of the Project. SoCalGas operates under a Safety Management System and incorporates the best available technology and safety systems when retrofitting or redesigning facilities and equipment (SoCalGas 2022). Operations of the compressor station are, and would continue to be, subject to a variety of safety regulations at the federal and state level that would reduce the potential for a fire and/or medical emergency at the site. VCFD reviews and approves the facility's HMBP and SPCC plan and would continue to do so under Project operational conditions.

Additionally, SoCalGas's Emergency Services Department conducts annual briefings with first responders, including VCFD, to ensure that responders are educated about how to respond to a natural gas incident. The compressor station is also subject to a variety of tests and inspections, which would continue to occur during Project operations. These tests and inspections are listed below (SoCalGas 2022):

- **Daily:** Facility rounds/remote monitoring.
- **Weekly:** Hazardous materials storage area audio-visual inspections
- **Monthly:** Fire and safety equipment inspection; preventive maintenance and inspections per original equipment manufacturer (OEM) specifications; SPCC inspection
- **Quarterly:** Fire and gas detector testing and inspections; emission testing; third-party leak inspections per the California Air Resources Board statewide Oil and Gas Methane Regulation; preventive maintenance and inspections per OEM specifications
- **Semi-Annual:** Structural support integrity inspections; preventive maintenance and inspections per OEM specifications; internal environmental compliance audits and inspections
- **Annual:** Third-party fire equipment inspections, servicing, and testing; emergency shutdown system testing and inspections; third-party emission testing; preventive maintenance and inspections per OEM specifications; valve maintenance and inspections; relief valve and transmitter inspections and testing; internal leak inspections

In addition to these standard operating procedures, SoCalGas would implement CPUC-FIRE-2 (Fire Prevention Practices [Construction and Operation]), which, through enhanced training and communication protocols for Project Site employees/maintenance personnel, would facilitate improved coordination with emergency responders during a disaster or large-scale emergency. The standard operating procedures outlined above, in conjunction with CPUC-FIRE-2, would ensure that any safety issues are prevented and/or detected early, thus minimizing the potential for an emergency at the site requiring VCFD support. These safety features and practices, combined with required compliance with fire code standards at the site, would reduce the potential demand for fire services by decreasing the likelihood and/or severity of a fire emergency at the site.

Wildfire Hazards

Wildfire hazards are discussed in detail in Section 5.20 of this PEA and are summarized above under "Construction." Although wildlands are located in the vicinity of the Project Site, Project operations would not involve activities within or adjacent to these areas. As described above, Project operations are not expected to increase the potential for fire hazards at the site relative to existing conditions. For these reasons, Project operations would not be anticipated to result in or exacerbate wildfire hazards such that new, expanded, or physically altered fire protection facilities would be needed.

Emergency Vehicle Ingress/Egress

In the event of a call for VCFD support, the Project Site is well served with emergency access and fire water infrastructure, as described above under "Construction." The Project Site's existing emergency access would remain in place during Project operations. Additionally, the Project includes a new fire truck access ramp and road, allowing for fire truck access to the areas north of the proposed compressor building, where the existing compressor building is located. This feature would improve VCFD's ability to access structures within the Project Site. A new fire water line connecting to the existing City water line would also be

established and would be in place throughout operations. No road closures or lane closures are anticipated to occur during Project operations. As such, Project operations would not have the potential to impede the ingress/egress of emergency vehicles.

Emergency Response Times

The Project would result in a net increase of one daily employee at the site, for a total of four employees required for operations. One additional employee driving to/from the Project Site each day would not have the potential to change emergency response times, due to the minor to negligible addition of traffic to the area. As such, on a daily basis under operational conditions, the Project would not result in substantial changes to vehicular traffic accessing the site. No road closures or lane closures are anticipated to occur during Project operations. Project operations would not add substantial amounts of new traffic or new roadway obstructions such that the paths or speeds of emergency vehicles could be impeded. As such, Project operations would not have the potential to adversely affect emergency response times.

Displaced Population

As described in Section 5.14, Population and Housing, the Project would result in a net increase of one permanent employee at the Project Site. The addition of one employee during operations falls well within the employment projections of the City (see Section 5.14 for details). In the unlikely event that the employee and the employee's household were to relocate to the City, the resulting population increase would be minimal to negligible and would not result in an appreciable expansion of the population served by VCFD such that new VCFD facilities would be required. As such, the Project would not lead to employment growth such that a substantial number of additional residents requiring public services would be drawn to the area. Furthermore, the Project is located at the site of an existing compressor station and would not result in the displacement of any existing residents. Although the Project would involve modernizing an existing natural gas compressor station, it is not being proposed to serve new customers, as further discussed in Section 5.14. For these reasons, the Project would not substantially expand VCFD's service population and would not expand VCFD's service area; therefore, implementation of the Project would not require new, expanded, or physically altered facilities based on population growth.

Given the reasons described above, Project operations would not result in substantial adverse physical impacts associated with the provision of new, expanded, or physically altered fire protection facilities. No operational impacts would occur, and no mitigation is required.

Police protection?

Construction

No Impact. Construction activities associated with the Project would not be expected to increase demand for police protection services, for the reasons set forth below.

Construction Site Security Practices

Construction site security practices are described in Section 3.5.6 of the Project Description chapter in this PEA. During construction, the compressor station property would remain fully closed to the public, consistent with existing conditions. Existing fencing would remain along the north side of the compressor station property

throughout construction. Existing fencing/block walls on the south and west sides of the compressor station property would be demolished during construction and replaced with new block walls measuring 8 feet to 8.5 feet in height. Temporary chain-link fencing would be installed to secure the site while the walls are being built. The adjacent temporary construction Staging Area would also be enclosed with a temporary chain-link fence approximately 8 feet in height. Only authorized construction personnel would have access to the Development Area during construction. The construction contractor would stage security personnel to authorize entry and exit of workers and construction vehicles. Under existing conditions, the Development Area is not highly visible from public roadways and is largely obstructed from view by vegetation, fencing and walls, and other industrial properties. These obstructions would generally remain in place throughout construction. For these reasons, construction is not anticipated to change the Development Area conditions such that crimes sometimes associated with construction sites (e.g., theft, vandalism) would become substantially more likely to occur than under existing conditions. For these reasons, construction activities at the site are not anticipated to increase demand for police protection relative to existing conditions.

Emergency Vehicle Ingress/Egress and Emergency Response Times

As described above under "Fire Protection – Construction," construction activities would not impede emergency ingress/egress to the site and would not be expected to adversely affect emergency response times. These same conclusions would apply for police responders, for the same reasons set forth above under "Fire Protection."

Displaced Population

As described above under "Fire Protection," it is anticipated that construction jobs would generally be filled by the existing area labor force and that any temporary influx of workers from outside the area would not lead to permanent population growth. Project construction would not involve removal of existing residences and would not otherwise lead to the displacement of people. As such, Project construction would not create new permanent employment and would not require the relocation of existing populations. Project construction is therefore not expected to generate permanent population growth or alter growth patterns in the area; therefore, construction of the Project would not require expanded or new police protection facilities to support new or relocated populations.

Based on the considerations outlined above, construction is not anticipated to increase demand for police protection services. No new or physically altered police protection facilities would be necessary to serve the Project during construction. No impacts would occur, and no mitigation is required.

Operation

No Impact. The need for new or expanded police protection facilities/structures/buildings during a project's operational phase is typically associated with a substantial population increase, a substantial increase in developed structures, and/or a substantial increase in crime activity. For the reasons enumerated below, Project operations would not meet these conditions and therefore would not result in significant environmental impacts pertaining to the need for new, expanded, or physically altered police protection facilities.

Operational Security Practices

Consistent with current operating conditions, the compressor station property would remain fully closed to the public with fencing and walls, with access only for site personnel. The Project would include replacing two existing chain-link fences/block walls (along the southern and western Project Site boundaries) with new block walls 8 to 8.5 feet in height. This improvement would further reduce visibility to the site and may thus improve site security. Security cameras monitored by SoCalGas's Corporate Security are currently present on site and would remain during the Project's operational conditions. Consistent with existing conditions, entrance into gates and buildings would continue to require badge card swipe for entry. These security features would continue to protect the site from criminal activity. While new structures would be installed on the site, there would be no expansion of the Project Site boundary and the existing compression equipment would be decommissioned and removed after the new facilities have been successfully commissioned and are fully operational. The number of personnel on the Project Site would increase by one employee, for a total of four employees required for operations. The presence of one additional employee at the site would not be expected to substantially change the frequency of calls for police services from the site. For these reasons, the operational phase of the Project would not increase demand on police protection services relative to existing conditions.

Emergency Vehicle Ingress/Egress and Emergency Response Times

As described above under "Fire Protection – Operation," operational activities would not impede emergency ingress/egress to the site and would not be expected to affect emergency response times. These same conclusions would apply for police responders, for the same reasons set forth above under "Fire Protection."

Displaced Population

As described in Section 5.14, Population and Housing, the Project would result in a net increase of one permanent employee at the Project Site. The addition of one employee during operations falls well within the employment projections of the City (see Section 5.14 for details). In the unlikely event that the employee and the employee's household were to relocate to the City, the resulting population increase would be minimal to negligible and would not result in an appreciable expansion of the population served by VPD such that new VPD facilities would be required. As such, the Project would not lead to employment growth such that a substantial number of additional residents requiring public services would be drawn to the area. Furthermore, the Project Site is located at the site of an existing compressor station and would not result in the displacement of any existing residents. Although the Project would involve modernizing an existing natural gas compressor station, it is not being proposed to serve new customers, as further discussed in Section 5.14. For these reasons, the Project would not substantially expand VPD's service population and would not expand VPD's service area; therefore, implementation of the Project would not require new, expanded, or physically altered facilities based on population growth.

Given the reasons described above, Project operations would not result in substantial adverse physical impacts associated with the provision of new, expanded, or physically altered police protection facilities. No operational impacts would occur, and no mitigation is required.

Schools?

No Impact. The need for new or expanded school facilities is associated with increased residential population. The Project would not directly expand residential population, as it would not involve housing development. Furthermore, the Project would not indirectly expand residential population through substantial growth in permanent employment opportunities or through expansion of natural gas service such that new areas would be opened for development opportunities, as described in greater detail under "Fire Protection" and "Police Protection," above. For these reasons, the Project would not increase the enrollment at local schools such that new or expanded school facilities would be needed. No impacts would occur, and no mitigation is required.

Parks?

Construction

No Impact. As described in Section 5.16, Recreation, of this PEA, Project construction would result in a temporary increase in the number of workers present within the Development Area, and it is possible that these workers may utilize recreational facilities in the vicinity of the site while in the area. The resulting increase in use of the recreational facilities, however, would be nominal and temporary and therefore would not necessitate the need for new, expanded, or physically altered park facilities. No construction impacts would occur, and no mitigation is required.

Operation

No Impact. The need for new, expanded, or physically altered park facilities is typically associated with a substantial increase in park use, generally associated with increased residential population. The Project would not directly expand residential population, as it would not involve housing development. Furthermore, the Project would not indirectly expand residential population through substantial growth in permanent employment opportunities or through expansion of natural gas service such that new areas would be opened for development opportunities, as described in greater detail under "Fire Protection" and "Police Protection," above. For these reasons, the Project would not substantially increase demand on local parks such that new, expanded, or physically altered park facilities would be required. No impacts would occur, and no mitigation is required.

Other public facilities?

Less-Than-Significant Impact. Other public facilities in the Project area include library services and City administrative facilities. Additionally, as described in Section 5.15.1, Ventura County Medical Center (Medical Center) is within the vicinity of the Development Area and could serve the Development Area in the event of a medical emergency. The other hospital in the vicinity of the Development Area, Community Memorial Hospital (Hospital), is not a public facility but could still provide medical services in the event of an emergency. Libraries, City administrative facilities, and hospital/emergency medical services are discussed in the paragraphs below.

Construction

Library Services

Project construction would result in a temporary increase in the number of workers present within the Development Area. While it is possible that workers could utilize library facilities in the vicinity of the site while in the area, workers who reside outside the City would generally be expected to use the library facilities that serve their neighborhoods. Increase in use of local library facilities, if any, would thus be nominal and temporary and would not necessitate the need for new, expanded, or physically altered library facilities. No impacts would occur, and no mitigation is required.

City Administrative Facilities

Project construction would require several ministerial permits from the City (see Section 2.3, Environmental Review Process, of the Introduction chapter of this PEA for details). However, these permits are considered relatively routine (e.g., grading permits, building and safety permits) and associated administrative activities would be temporary and relatively minor. As such, Project construction would not create a need for new or expanded City administrative services. No impacts would occur, and no mitigation is required.

Hospitals

The number of employees and the intensity of activities on site would temporarily increase during construction, leading to an increase in the potential for a medical emergency. The Medical Center and the Hospital are located within 3 miles of the Project Site, and the Medical Center is the designated Level II Trauma Center for the western portion of Ventura County. As described in Section 5.15.1, Ventura County has fewer hospital beds available per capita than the statewide average. As such, the area is already slightly underserved with hospital facilities. However, Project construction is unlikely to worsen this ratio. Hospital services would only be required in the unlikely event of a medical emergency occurring at the site requiring hospitalization, and this increase in the potential need for services would be temporary and intermittent (limited to the temporary construction period and limited to the hours of construction). As such, any potential increases in the need for hospital services would only occur intermittently during the construction period and would not be expected to substantially affect the capacity of local hospitals. Impacts would therefore be less than significant, and no mitigation is required.

Operation

Library Services

The need for new, expanded, or physically altered library facilities is typically associated with increased residential population. The Project would not directly expand residential population, because it would not involve housing development. Furthermore, the Project would not indirectly expand residential population through substantial growth in permanent employment opportunities or through expansion of natural gas service such that new areas would be opened for development opportunities, as described in greater detail under “Fire Protection” and “Police Protection,” above. For these reasons, Project operation would not increase demand on libraries such that new, expanded, or physically altered library facilities would be needed. No impacts would occur, and no mitigation is required.

City Administrative Facilities

The need for new, expanded, or physically altered City administrative facilities is typically associated with substantial expansions in development and/or substantial expansion of a city's jurisdiction. The Project would not be associated with residential growth or substantial employment growth and thus would not lead to expanded residential development or commercial activities in the City. The Project is under the jurisdiction of the CPUC and, as such, the Project would not require extensive City administrative services. For these reasons, Project operations would not increase demands on City administrative services such that new, expanded, or physically altered City administrative facilities would be needed. No impacts would occur, and no mitigation is required.

Hospitals

During operation, the Project would not directly expand residential population, because it would not involve housing development. Furthermore, the Project would not indirectly expand residential population through substantial growth in permanent employment opportunities or through expansion of natural gas service such that new areas would be opened for development opportunities, as described in greater detail under "Fire Protection" and "Police Protection," above. As such, Project operations would not substantially expand the service population of the nearby hospitals such that new or expanded facilities would be needed. No impacts would occur, and no mitigation is required.

5.15.5 Mitigation Measures

No impacts or less-than-significant impacts would occur as a result of the Project; therefore, no mitigation measures would be required.

5.15.6 Level of Significance Summary

The Project would have less-than-significant impacts related to the provision of new or physically altered governmental facilities or the 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 fire protection and other public services such as libraries, City administrative services, or hospitals.

No Project-related impacts would occur related to police protection, schools, or parks.

5.15.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

5.15.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that are directly applicable to public services. However, two CPUC Recommended Environmental Measures are included in

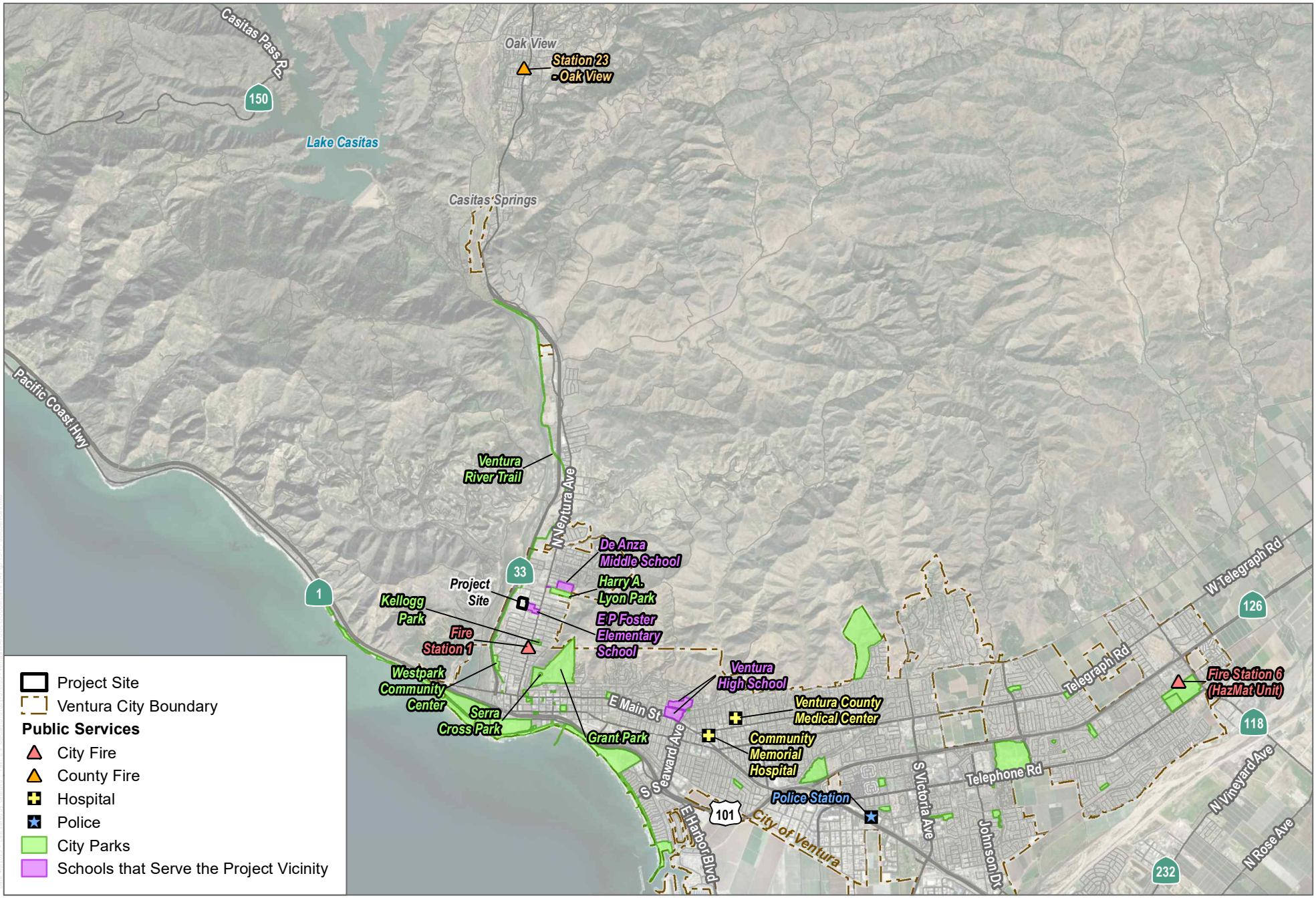
Section 5.20, Wildfire, that have been referenced herein as measures that may reduce fire risk on the site (and thus may also reduce demand for fire protection services):

- CPUC-FIRE-1 (Construction Fire Prevention Plan)
- CPUC-FIRE-2 (Fire Prevention Practices [Construction and Maintenance])

5.15.7.2 Project Best Management Practices

SoCalGas would implement the following Project BMP, as described in Section 5.17, Transportation:

- BMP-TRA-1 (Construction Traffic Control Plan)



SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

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FIGURE 5.15-1

Public Services in the Vicinity of the Project Site

Ventura Compressor Station Modernization Project

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5.16 Recreation

This section describes existing conditions and potential impacts on recreation as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is based on publicly available information from the City of Ventura (City) and the County of Ventura (County). Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.16.1 Environmental Setting

5.16.1.1 Parks

The City's Parks and Recreation Department maintains 39 parks throughout the City, including neighborhood, community, City-wide, and linear parks, totaling approximately 600 acres of parklands. The City also oversees two beach areas (other beaches in the City are managed by California State Parks and the Ventura Port District). According to the Southern California Association of Governments, the City had a 2020 population of approximately 105,878 residents (SCAG 2021). As such, the City has a ratio of approximately 5.45 parkland acres per 1,000 residents. For reference, the California Department of Parks and Recreation performance standard is 3 acres per 1,000 residents (DPR 2023).

Neighborhood parks are typically less than 8 acres and are meant to serve specific residential areas in the City. Community parks offer specialized opportunities and facilities to residents of more than one neighborhood. Amenities in community parks may include athletic fields, courts, recreation buildings, preschool and youth play structures, group and individual picnic areas, and landscaped areas for informal activity or leisure. Citywide parks contain recreational opportunities for a range of age and interest groups. These parks offer amenities such as large open spaces; unique natural resources; interpretive centers; cultural amenities; group picnic areas; sports facilities; and equestrian, hiking, and biking trails. The City's linear parks include trails and picnic areas in a mostly undeveloped web of barrancas and riverbanks that provide valuable wildlife habitat and migration corridors. The linear parks merge with a number of neighborhood and community parks (City of Ventura 2005).

The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030) is located at 1555 North Olive Street in the City of Ventura, slightly east of State Route 33. The temporary construction Staging Area (approximately 2.53 acres) would be adjacent to the west of the Project Site. There are five parks located within 0.75 miles of the Project Site, as shown on Figure 5.16-1, Nearby Parks and Recreational Facilities. Harry A. Lyon Park is approximately 0.30 miles northeast of the site. This park is approximately 11 acres and features tennis courts, basketball courts, softball and baseball fields, grass areas, barbecue areas, and public restrooms (Visit Ventura 2023a). Kellogg Park is located approximately 0.40 miles southeast of the site. This 2.5-acre park contains a playground, outdoor fitness equipment, cornhole boards and chess tables, picnic tables, a stone amphitheater, a community garden, and public restrooms (City of Ventura 2023a). Westpark is located approximately 0.65 miles southwest of the Project Site. This park contains a playground, soccer fields, picnic tables, a small skateboard park, a picnic table, a community garden, and public restrooms (City of Ventura 2023a). Additionally, Grant Park is located approximately 0.65 miles southeast of the Project Site. This 107-acre park contains trails, open space, and panoramic views of the City and the coast (Visit Ventura 2023b).

In addition, the Ventura River (Ojai Valley) Trail is a linear park that is located approximately 350 feet west of the Staging Area and approximately 525 feet west of the Project Site. This 9-mile trail runs parallel to State Route 33 and accommodates bicyclists, walkers, joggers, pets, and horseback riders (County of Ventura 2023).

5.16.1.2 Recreational Facilities

In addition to the above-mentioned park types, the City contains a number of recreational facilities such as the Westpark Community Center, which is the nearest recreational facility to the Project Site (approximately 0.70 miles to the south) and features a gymnasium and rooms for classes, meetings, and programs. This facility also offers free and affordable programs including seasonal camps, classes, after-school programs, community special events, sports leagues, and a monthly food distribution program (City of Ventura 2023b). The location of the Westpark Community Center is shown on Figure 5.16-1. Other recreational facilities throughout the City include the Fritz Huntsinger Youth Sports Complex, which contains 18.3 acres of recreational space, including six soccer fields and three baseball fields (City of Ventura 2023c). In addition, the City owns and operates the Buenaventura Golf Course and Olivas Links, which offer activities such as golfing, golf lessons, and golf clinics (City of Ventura 2023d). The Ventura Aquatic Center features a 50-meter competition pool, a 25-meter recreation pool, a water playground pool, and two water slides (City of Ventura 2023e). In addition, the Albinger Archaeological Museum displays artifacts of the different cultures that once lived in the City (City of Ventura 2023f). The Olivas Adobe Historical Park contains the historic landmark home of Don Raymundo Olivas and offers weekend tours, educational outreach programs, and community events (City of Ventura 2023g).

5.16.2 Regulatory Setting

5.16.2.1 Federal

There are no federal regulations related to the provision of recreational facilities that are applicable to the Project.

5.16.2.2 State

Quimby Act

California Government Code Section 66477, Subdivision Map Act, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based on the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public school grounds. The Quimby Act applies only to development of residential subdivisions; therefore, the Project would not be subject to the Quimby Act.

5.16.2.3 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. CPUC General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.16.1, Environmental Setting, the Project Site is entirely within the

City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2, Introduction, lists the local authorizations that may be required for Project construction and operation.

City of Ventura General Plan

Chapter 6, Our Active Community, of the City's General Plan provides policies and actions that are intended to add to and enhance parks and open spaces to provide enriching recreation options for the community (City of Ventura 2005). The following goal contained in the City's General Plan is relevant to the Project:

Goal 6B. Ensure equal access to facilities and programs.

5.16.3 Impact Questions

The Project's potential impacts on recreation were evaluated using the impact questions set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines and the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.16-1 and discussed in more detail in Section 5.16.4, Impact Analysis.

Table 5.16-1. Checklist for Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
CEQA Impact Questions				
RECREATION				
5.16a) Would the project 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?	☐	☐	☐	☒
5.16b) 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?	☐	☐	☐	☒
CPUC Impact Questions				
5.16c) Would the project reduce or prevent access to a designated recreation facility or area?	☐	☐	☐	☒

Table 5.16-1. Checklist for Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5.16d) Would the project substantially change the character of a recreational area by reducing the scenic, biological, cultural, geologic, or other important characteristics that contribute to the value of recreational facilities or areas?	☐	☐	☐	☒
5.16e) Would the project damage recreational trails or facilities?	☐	☐	☐	☒

5.16.4 Impact Analysis

5.16a) Would the project 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?

No Impact. The Project includes the installation of four compressors, a compressor building, an office building, a warehouse building, and ancillary equipment associated with the compressors. Under existing conditions, the Project Site is fully developed and serves as a compressor station. The Project would not include the demolition or construction of housing or otherwise generate a resident population that could impact existing parks or recreational facilities, as described below.

Construction

The Project would result in a temporary increase in personnel on the Project Site during construction due the presence of construction workers. This increase, however, would be temporary, and many of the workers would likely be from the surrounding regional population. It is possible that these construction workers may utilize recreational facilities in the vicinity of the site while in the area, either before or after a work shift. However, the Project would likely only require a few dozen construction personnel at a time to be on site. Additionally, the construction phase of the Project would be temporary and would not result in a permanent increase in the usage of recreational facilities. As such, the resulting increase in use of the existing recreational facilities would be negligible. Therefore, during construction, the Project would not result in the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur.

Operation

Operation and maintenance of the Project would require four employees on the Project Site during normal business hours, which would be a net increase of one new employee compared to existing conditions. Staff would typically be on site during normal business hours. The addition of one new operational employee would not result in an increase in use of the recreational facilities such that substantial physical deterioration of the facility would occur. Further, no residential land uses would be constructed associated

with the Project and no expansion of the resident population is anticipated to occur. Therefore, during operations, the Project would not result in the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur.

5.16b) 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?

No Impact. As previously mentioned, the Project involves the development of compressor station improvements on an existing site already serving as a compressor station. Additionally, the Project would not result in a substantial increase in the use of recreational facilities, as explained in Section 5.16a. As such, the Project does not include recreational facilities, nor does it require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. No impact would occur.

5.16c) Would the project reduce or prevent access to a designated recreation facility or area?

No Impact. The Project Site is fully developed and contains equipment and structures associated with current and previous SoCalGas operations and does not include any recreational facilities or areas. There would be no off-site improvements associated with the Project; however, construction staging would occur in the temporary Staging Area adjacent to the Project Site (which also contains no recreational facilities or areas). The implementation of the Staging Area would not impair access to recreational facilities. Therefore, the Project would not reduce or prevent access to a designated recreation facility or area. No impact would occur.

5.16d) Would the project substantially change the character of a recreational area by reducing the scenic, biological, cultural, geologic, or other important characteristics that contribute to the value of recreational facilities or areas?

No Impact. As stated in Section 5.16c, there are no recreational areas in the Development Area. The Project Site is viewable from Grant Park, which is a recreational area. However, because the Project Site is fully developed with industrial uses and is located in a built-up, urban area, scenic impacts associated with the Project would be less than significant, as discussed in Section 5.1, Aesthetics, of this PEA. As such, the Project would not substantially change the character of a recreational area by reducing the scenic, biological, cultural, geologic, or other important characteristics that contribute to the value of recreational facilities or areas. No impact would occur.

5.16e) Would the project damage recreational trails or facilities?

No Impact. As previously mentioned, the Development Area does not contain any recreational facilities, including recreational trails. Additionally, the Project does not include any off-site improvements. As such, the Project would not damage recreational trails or facilities, and no impact would occur.

5.16.5 Mitigation Measures

No impacts would occur as a result of the Project; therefore, no mitigation is required.

5.16.6 Level of Significance Summary

The Project would have no impact related to an increase of the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.

The Project would have no impact on recreational facilities and would not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

The Project would have no impact related to reducing or preventing access to a designated recreation facility or area.

The Project would have no impact related to damage to recreational trails or facilities.

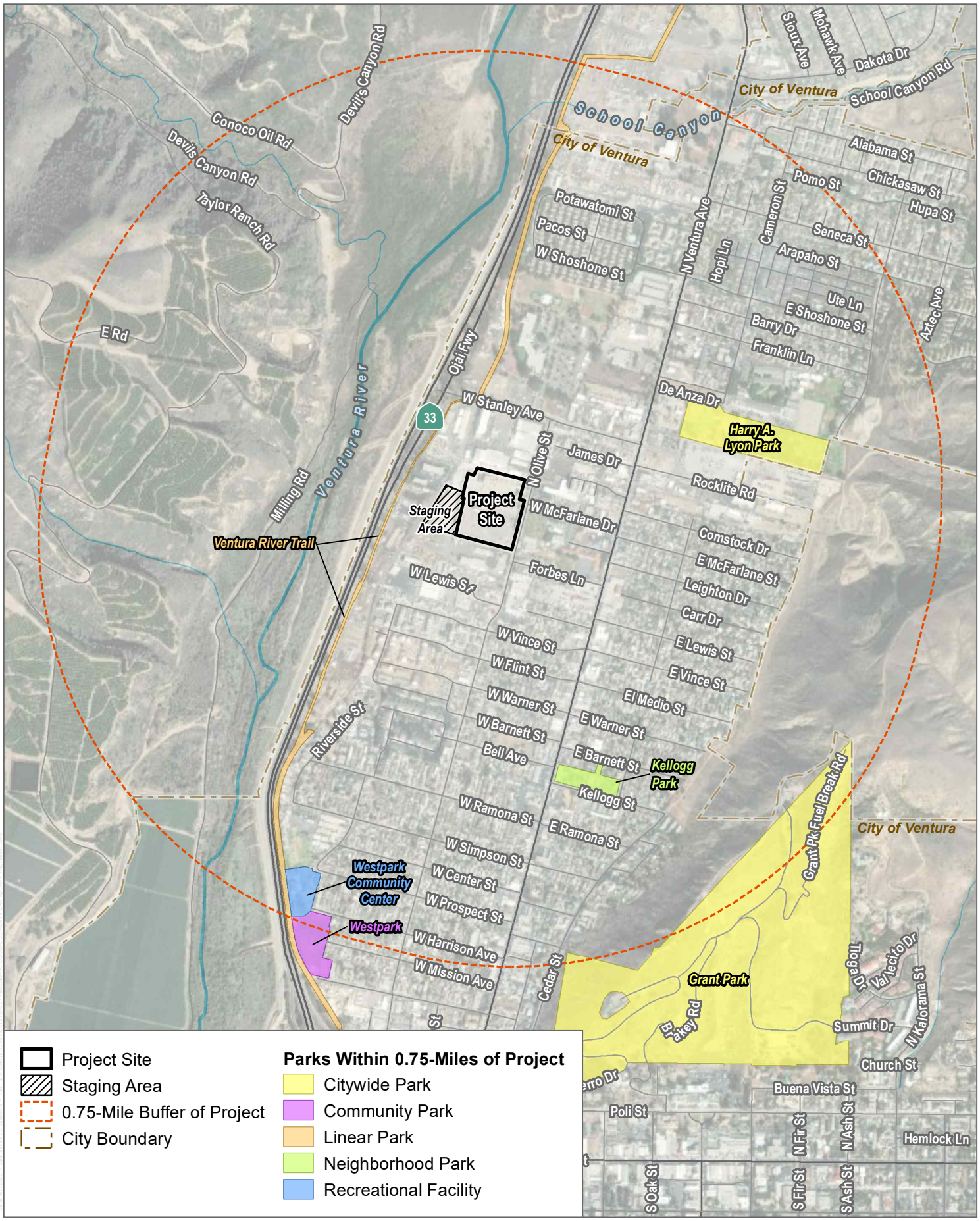
5.16.7 Avoidance and Mitigation Measures

5.16.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that are applicable to recreation.

5.16.7.2 Project Best Management Practices

No Project impacts associated with recreation would occur; therefore, no best management practices are required.



SOURCE: Esri and Digital Globe, Open Street Map, City of Ventura

DUDEK

0 600 1,200 Feet

FIGURE 5.16-1

Nearby Parks and Recreational Facilities

Ventura Compressor Station Modernization Project

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5.17 Transportation

This section describes existing conditions and potential impacts on transportation as a result of construction, operation, and maintenance of the proposed Ventura Compressor Station Modernization Project (Project). Information contained in this section is based on the sources listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.17.1 Environmental Setting

5.17.1.1 Circulation System

The following section describes the regional and local circulation system in the Project area, including the surrounding roadways, transit, pedestrian, and bicycle facilities. The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030) is located at 1555 North Olive Street in the City of Ventura (City), slightly east of State Route (SR) 33. A temporary Staging Area of approximately 2.53 acres is proposed directly west of the Project Site. For the purposes of the transportation analysis, the Study Area generally encompasses the circulation system within a 1-mile radius of the Project Site, and where the Project has the potential to have a direct impact on the transportation system.

5.17.1.2 Existing Roadways and Circulation

Access to the site is from U.S. Route 101 to SR-33 to Stanley Avenue and Olive Street. A map of the regional and local road network is provided in Figure 2-1, Regional Location and Local Vicinity, in Chapter 2, Introduction, and a description of the regional and local roads is presented below.

U.S. Route 101 serves as the primary north–south route for regional travel in Ventura County (the County). U.S. Route 101 connects to several interstate highways across California. Within the City of Ventura, U.S. Route 101 is generally four to six lanes and provides access to the Cities of Carpinteria and Santa Barbara to the north, and the Cities of Oxnard and Camarillo to the south. Regional access to and from U.S. Route 101 to the Project Site is provided at its interchange at SR-33. U.S. Route 101 carries 98,000 average annual daily traffic west (south) of the SR-33 interchange and 70,000 east (north) of the SR-33 interchange (Caltrans 2023).

SR-33 is a north–south state highway that begins at its junction with U.S. Route 101 in Ventura and travels north through Ojai, ultimately connecting to Interstate 5 in the San Joaquin Valley. Within the vicinity of the Project Site, SR-33 is four lanes and access is provided at the on- and off-ramps at Stanley Avenue, approximately 1,100 feet northwest of the site. SR-33 carries 38,000 average annual daily traffic north of the U.S. Route 101 interchange and 28,000 average annual daily traffic north of Stanley Avenue (Caltrans 2023).

Stanley Avenue is a City-owned four-lane east–west road, with left-turn pockets provided at all major intersections. Stanley Avenue is classified as a secondary arterial in the City of Ventura General Plan (City of Ventura 2005). Stanley Avenue is estimated to carry 16,311 average daily traffic (ADT) east of SR-33 (Ventura 2007), In the vicinity of the site, sidewalks are provided on both sides of the street and parking is prohibited. A Class II bike lane (on-street painted lane) is provided on Stanley Avenue, as further described in Section 5.17.1.4, Bicycle Facilities.

Olive Street is a City-owned two-lane north-south road. North Olive Street is classified as a secondary arterial in the City General Plan (City of Ventura 2005). Olive Street is estimated to carry 3,847 ADT south of Stanley Avenue (City

of Ventura 2007). Sidewalks are provided on both sides of the street and parking is generally permitted on both sides of the street. An approximately 125-foot-long passenger loading zone is provided on the east side of Olive Street adjacent to the E.P. Foster Elementary School. Bike facilities are also provided along Olive Street, near the Project Site, as further described in Section 5.17.1.4.

Access Road is a north–south private road located along the western Project Site boundary that would provide the primary construction access to the site. The road begins at Stanley Avenue to the north and terminates at a private gated driveway adjacent to the Project Site. The road provides access to several industrial uses. No sidewalks are provided along the road.

5.17.1.3 Transit and Rail Services

Public transit in the City is provided primarily by Gold Coast Transit District (formerly South Coast Area Transit) and the Ventura County Transportation Commission (VCTC). Metrolink provides commuter rail service to and from the City of Los Angeles, and Amtrak provides rail service between the Cities of San Luis Obispo and San Diego, with a stop in the City of Ventura. The transit and rail services are described below and shown on Figure 5.17-1, Existing Rail and Transit Facilities.

Gold Coast Transit District provides fixed-route bus and senior/Americans with Disabilities Act paratransit service in the cities of Ojai, Oxnard, Port Hueneme, and Ventura and the unincorporated areas of Ventura County. Fixed-route bus and paratransit service is available 7 days per week. The Project Site is served by Route 16, which runs along North Ventura Avenue near the Project Site and connects the Ventura Transit Center via Thompson Boulevard, Ventura Avenue, and SR- 33/150 to downtown Ojai (GCTD 2023). Bus stops are provided along Ventura Avenue, with the nearest stops near the corners of Ventura Avenue and Pleasant Place and Ventura Avenue and Comstock Drive, both of which are approximately 900 feet east of the site. Route 16 operates from 5:15 a.m. to 7:57 p.m. with 60-minute headways (GCTD 2023).

VCTC operates six intercity commuter bus routes with service along U.S. Route 101 from the City of Ventura to the Cities of Santa Barbara and Goleta to the north, as well as service along SR-34, SR-126, and U.S. Route 101 throughout Ventura County and the San Fernando Valley. The regional routes can be accessed via a bus transfer at the Gold Coast Transit District bus stops on North Ventura Avenue (VCTC 2023a).

Amtrak provides national and regional rail service to the City of Ventura. A train platform is located at Seaside Park on Harbor Boulevard, approximately 1.5 miles south of the Project Site.

Metrolink is a regional rail system providing commuter and other passenger services linking communities to employment and activity centers throughout Los Angeles and Ventura Counties. There is one Metrolink station (East Ventura Station) in the City, located in the Montalvo neighborhood off Ventura Avenue. The station is approximately 7 miles southwest of the Project Site.

5.17.1.4 Bicycle Facilities

The City is well served by bicycle facilities throughout the City, as shown on Figure 5.17-2, Existing Bicycle Facilities. The City has four designated levels of paved bike paths, as follows:

- Class I: A Class I bike path provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians, with crossflow by motorists minimized.

- **Class II:** A Class II bike lane provides a striped lane for one-way bike travel on a street or highway and is typically designated by bike lane signs and markings.
- **Class III:** A Class III bike route provides a shared-use area with pedestrian traffic or motor vehicle traffic (i.e., paved shoulder) and is typically designated with a bike route sign.
- **Class IV:** A Class IV bike lane provides a separated bike lane, or "protected bike lane," with a physical barrier between the bike lane and the adjacent travel lanes, parking lanes, and sidewalks. Class IV bike lanes may be one-way or two-way. Separated bike lanes can be separated from motor vehicle traffic by raised medians, concrete curbs, landscaping, on-street parking, bollards, flexible delineator posts, or a change in elevation between the bike lane and travel lane. Providing a striped buffer between the bike lane and travel lane (i.e., no physical barrier) with restricted parking can provide the same additional separation between cyclists and motor vehicles where traditional Class IV facilities are not feasible and where Class II facilities are not adequate.

The Ventura River Trail (a Class I multi-use trail) is approximately 525 feet west of the Project Site and approximately 350 feet west of the Stating Area and travels along the Ventura River, generally parallel to SR-33. The trail begins near Rex Street in the City of Ventura and travels north approximately 9 miles to the City of Ojai near Fox Street. Bicycle facilities ranging from Class II bike lanes to Class III bike routes are provided on Stanley Avenue, Olive Street, and Ventura Avenue within the immediate vicinity of the Project Site (refer to Figure 5.17-2). Additional bike facilities are provided throughout downtown, including on Poli Street, Main Street, Thompson Boulevard, and Santa Clara Street.

5.17.1.5 Pedestrian Facilities

In the vicinity of the Project Site, sidewalks are provided on most streets and crosswalks are provided at all major intersections. An approximately 125-foot-long passenger loading zone is also provided on the east side of Olive Street adjacent to the E.P. Foster Elementary School.

5.17.1.6 Vehicle Miles Traveled

The Ventura County Transportation Model is a County-wide weekday model that can be used for transportation impact assessments and vehicle miles traveled (VMT) analysis. The VCTC maintains a base-year (2016) and baseline forecast (2040) scenario built on land-use data from local jurisdictions, planned transportation projects from the Regional Transportation Plan, and research-based assumptions of current and future travel. The Ventura County Transportation Model was reviewed to obtain the baseline VMT for the City and baseline VMT for the Project transportation analysis zone (TAZ). A TAZ is a special area delineated for tabulating traffic-related-data, such as journey to work statistics in transportation planning models. The Ventura County Transportation Model TAZs are based on Census Tracts. The baseline VMT is presented in Table 5.17.1.

As shown in Table 5.17-1, the City's total work-based VMT per employee is 17.37 and the Project TAZ's total work-based VMT per employee is 19.10.

Table 5.17-1. Summary of Baseline (2016) Vehicle Miles Traveled

Metric	City of Ventura	Project TAZ 60008301
Total home-based VMT/capita	11.79	14.39
Total work-based VMT/employee	17.37	19.10
Total VMT/service population	26.66	21.74

Source: VCTC 2023b.
Notes: TAZ = transportation analysis zone; VMT = vehicle miles traveled.

5.17.2 Regulatory Setting

The following state, regional, and local laws, policies, and standards regarding transportation are applicable to the Project. No federal regulations are applicable to the Project.

5.17.2.1 State

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which created a process to change the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA). SB-743 was codified in California Public Resources Code Section 21099 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines (14 CCR 15000 et seq.) to provide an alternative to level of service (LOS) for evaluating transportation impacts. The changes to the CEQA Guidelines in response to Section 21099 include a new section (14 CCR 15064.3) that specifies that VMT is the most appropriate measure of transportation impacts and that level of service (LOS), or vehicle delay, is no longer considered an environmental impact under CEQA. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018 (OPR 2018).

OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines and that the guidelines must be implemented statewide by July 1, 2020. The Updated CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project" (14 CCR 15064.3). It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of a project on transit and non-motorized travel.

Furthermore, according to the OPR Technical Advisory (OPR 2018), lead agencies may screen out VMT impacts using project size, maps, and transit availability. For example, the CEQA Guidelines provide a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area (14 CCR 15301[e][2]). Typical project types for which trip generation increases relatively linearly with building footprint (e.g., general office building, single-tenant office building, office park, and business park) generate or attract an additional 110–124 trips per 10,000 square feet. The OPR Technical Advisory states that absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant VMT impact (OPR 2018).

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for constructing, enhancing, and maintaining the state highway and interstate freeway systems. As a result, any change to the state roadway system or construction within the vicinity of a roadway under the Caltrans jurisdiction would require an encroachment agreement/permit from Caltrans District 7 (Ventura and Los Angeles Counties). Caltrans also requires transportation permits for the movement of vehicles or loads exceeding the limitations on the size and weight contained in the California Vehicle Code Section 35551. Regional truck access to the Project Site and the temporary off-site Staging Area (combined, referred to as the Development Area) would be provided via U.S. Route 101 and SR-33; however, no construction activities would occur within the state right-of-way. Due to the likelihood of heavy truck loads, the Project may require ministerial transportation permits from Caltrans.

5.17.2.2 Regional

Ventura County Comprehensive Transportation Plan

VCTC is the regional transportation planning agency in Ventura County and is responsible for preparing the Ventura County Comprehensive Transportation Plan (CTP; VCTC 2023c). The CTP is a long-range planning document that plans for the future of transportation in the County over the next 20–30 years. The CTP incorporates socioeconomic data, community priorities, and local transportation solutions while also placing a special emphasis on inclusion of disadvantaged and underserved communities to create a more equitable transportation future for all. The CTP's purpose is described as follows (VCTC 2023d):

- Identifies future transportation needs, priorities, and funding
- Identifies strategies to reduce emissions and improve air quality
- Enhances equitable access to mobility options
- Establishes a vision for mobility in Ventura County for the next 20–30 years

5.17.2.3 Local

California Public Utilities Commission (CPUC) decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.17.1, Environmental Setting, the Development Area is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2, Introduction, lists the local authorizations that may be required for Project construction and operation.

City of Ventura General Plan

The 2005 Ventura General Plan provides a long-range comprehensive plan to guide future decision making in Ventura that reflects the planning objectives of the community. Chapter 4, Our Accessible Community, presents the following circulation goals, policies, and actions that may be applicable to the Project (City of Ventura 2005):

Goal 4 Our Accessible Community: Our goal to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit opportunities in the City and surrounding region.

Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.

Action 4.9: Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.

Action 4.12: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.

Action 4.13: Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.

City of Ventura Adopted Bicycle Master Plan

The 2011 Adopted Bicycle Master Plan is a planning tool that represents the 20-year long-range bicycle plan for the City. Figure 5.17-3, Ventura Bicycle Master Plan Recommended Bicycle Network, presents the proposed bicycle facilities in the Bicycle Master Plan. The Bicycle Master Plan encourages improvements to the City's bicycle facilities infrastructure while striving to improve the use and recognition of the bicycle as a viable commuter vehicle. As noted in the Bicycle Master Plan, the development of an effective bicycle facilities system within the City will be a tremendous benefit to the City's residents, providing alternative transportation mode choices and improving the quality of life for City residents (City of Ventura 2011).

The City of Ventura has also been awarded funds to prepare an Active Transportation Plan, incorporating bicycle and pedestrian mobility, suggested routes to school, and Complete Streets components, to lead toward increasing mobility options for all City residents, especially in disadvantaged communities (City of Ventura 2023). The Active Transportation Plan outcomes will feed directly into the City's General Plan update (in progress), memorializing active transportation-driven concepts, goals, objectives, and policies as a blueprint for future generations. The Active Transportation Plan will also integrate people-centered healthy lifestyle choices into the Circulation Element roadway network, revamp street cross-sections, and reassess the Traffic Mitigation Program to adapt to change as the City and its population change over time.

5.17.3 Impact Questions

The Project's potential impacts on transportation were evaluated using the impact questions set forth in Appendix G of the CEQA Guidelines and the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.17-2 and discussed in more detail in Section 5.17.4, Impact Analysis.

Table 5.17-2. Checklist for Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
CEQA Impact Questions				
TRANSPORTATION – Would the project:				
5.17a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
5.17b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
5.17c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
5.17d) Result in inadequate emergency access?	☐	☐	☒	☐
CPUC Impact Questions				
5.17e) Would the project create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations?	☐	☐	☐	☒
5.17f) Would the project interfere with walking or bicycling accessibility?	☐	☐	☐	☒
5.17g) Would the project substantially delay public transit?	☐	☐	☒	☐

5.17.4 Impact Analysis

Methodology and Assumptions

Transportation information and data for this analysis were gathered from online searches, the transportation chapter of the 2005 Ventura General Plan, available information about existing bicycle infrastructure, and regional and local transit provider route information. ADT volumes were obtained from Caltrans (Caltrans 2023) and the City of Ventura Public Works Department (City of Ventura 2007). ADT for the City-owned roads was estimated by applying a 0.1% growth rate to historical counts collected by the City. Baseline VMT estimates were obtained from the Ventura County Transportation Model (VCTC 2023b). The study includes roadways where construction activities would take place and where the Project could cause an impact on traffic due to construction activities.

5.17a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less-Than-Significant Impact. The Project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system, as further discussed below. This includes the County Comprehensive Transportation Plan, the 2005 Ventura General Plan (City of Ventura 2005), the City's Bicycle Master Plan (City of Ventura 2011), and the existing and proposed pedestrian, bicycle, and transit facilities and services in the study area.

The Project would result in a temporary, short-term increase in traffic during construction. This includes construction workers arriving to and from the Development Area and the delivery of large construction equipment to the Development Area as needed. Construction activities would occur entirely on the Project Site, with no off-site roadway construction. Construction of the compressor station, including pad grading, buildings, and compressors, would take approximately 30 months. The existing equipment would be decommissioned approximately 1 year after the replacement equipment is fully operational. Following decommission the plant would be demolished; this process would take approximately 3 months. Heavy earthwork is assumed to occur for approximately 3 months as part of the initial construction activities. Because the site is already developed, no major import/export of soils or materials via dump trucks and oversized vehicles is anticipated. As detailed in Table 3-7, Construction Crew Vehicle Types, in Chapter 3, Project Description, the Project is estimated to generate worker/vendor vehicle trips over the course of the Project construction activities. Table 5.17-3 details the total number of daily one-way trips per phase.

Table 5.17-3. Daily One-Way Trips by Phase for Vendor/Worker Vehicles

Phase No.[a]	Work Description	No. of Daily One-Way Trips
1	Subsurface Exploration	49
2	Existing Project Site Demolition	78
3	Site Preparation/Rough Grading	48
4	Foundations	109
5	Trenching/Undergrounds	64
6	Equipment, Structural Steel and Building Erection, and Piping	100
7	Electrical and Instrumentation	52
8	Paving	22
9	Painting/Insulation	4
10	Commissioning/Startup and Testing	40
12	Decommissioning Demolition	49

Notes:

[a] No offroad equipment is expected to be used for Phase 11, Site Restoration, so this phase is not included.

Once construction is complete, Project operations and maintenance would require one new permanent employee on the Project Site, for a total of four operational employees on site in shifts from 6:00 a.m. to 3:00 p.m., which are outside peak hours. During project operations, all activities would be limited to the Project Site. Given the minimal number of additional employees, there would be no significant increase in traffic over baseline conditions.

Access to the site is provided from U.S. Route 101 and SR-33 to Stanley Avenue and Olive Street. Construction traffic is not anticipated to travel on any other local roads. As described in Section 3.5.1.2 of the Project Description chapter of this PEA, temporary construction access would be provided across the T&T Crane property to the west, connecting to Stanley Avenue, which would reduce construction traffic on Olive Street and any other local roads. As needed, large construction equipment (e.g., compressors) may need to be transported to Olive Street; however, the majority of construction traffic would access the Project Site via Stanley Avenue. Travel lanes on Olive Street may be temporarily blocked during the delivery of large construction equipment. No full road closures are anticipated, and major shipments and delivery of oversized loads would occur during non-peak traffic hours only. SoCalGas would implement measures as described in Project Best Management Practice (BMP) TRA-1 and BMP-TRA-2 (refer to Section 5.17.7.2 for full text of these BMPs) to minimize potential impacts during construction, including the use of flaggers during the delivery of large equipment and restoration of Project access roads to pre-Project conditions.

Bike lanes are currently located on Stanley Avenue and Olive Street near the Project Site, and the Gold Coast Transit District provides transit service on both streets. However, the Project would not alter the existing roadway network or hinder the City's ability to provide residents with more transportation choices in the future. Truck traffic would not impact residential neighborhoods and there would be no changes that would affect the safety and accessibility of the transportation system. The Project would not include site improvements that would extend into the public right-of-way or interfere with existing public transit, bicycle, or pedestrian facilities, or impede the construction of new or the expansion of existing facilities in the future. Therefore, the Project would not adversely affect or conflict with an applicable program, plan, ordinance, or policy addressing the performance of the circulation system, including public transit, roadway, bicycle, or pedestrian facilities. Impacts would be less than significant.

5.17b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Construction

Less-Than-Significant Impact. The anticipated maximum daily vehicle trips for each of the Project's phases are listed in Table 5.17-3. Construction of the Project would not add more than 110 daily trips to the roadways. In addition, these trips would be temporary. Once construction is completed, construction-related traffic would cease, and traffic would return to pre-construction conditions. According to the OPR Technical Advisory (OPR 2018), there are no thresholds or significance criteria for temporary construction-related VMT because construction projects do not typically result in permanent increases in VMT. Project construction would be consistent with typical construction activities in terms of the temporary nature of activities, trip generation characteristics, and the types of vehicles and equipment required.

As shown in Table 5.17-3, the Project will generate fewer than 110 vehicle trips per day during construction. Per the OPR Tech Advisory, lead agencies may screen out VMT impacts by using project size, maps, and transit availability. The OPR Technical Advisory states that absent substantial evidence to the contrary, it is reasonable to conclude that the addition of 110 or fewer (permanent) daily trips could be considered not to lead to a significant VMT impact (OPR 2018). Although this screening criteria is related to an increase in permanent daily trips, the Project's temporary construction traffic would also fall below this significance threshold. Therefore, based on the above, the increase in VMT associated with the Project's construction traffic would be minimal (less than 110 daily trips) and temporary and would therefore not cause a significant VMT impact. Impacts would be less than significant.

Operation

Less-Than-Significant Impact. Operation of the Project would require one new employee on site, for a total of four employees, resulting in a nominal increase in Project-related operational traffic over baseline conditions. The operation of the Project is considered a "small project" per OPR's Technical Advisory, given that it would not generate greater than 110 daily trips[1] and would therefore be presumed to have a less-than-significant VMT impact. Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines Sections 15064.3(b)(1) and 15064.3(b)(3), and impacts would be less than significant.

5.17c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction

No Impact. Access for construction-related traffic (workers and trucks) to the Development Area would be from the access road off Stanley Avenue. As needed, large Project equipment (e.g., compressors) may need to be transported to Olive Street; however, the majority of construction traffic would access the site via Stanley Avenue. The Project would not include any new roadway design features, nor would it alter any existing geometric design features along any of the City streets. There would be no changes to the existing access or off-site circulation on City roads. As such, vehicles entering and exiting the Project Site would be able to do so safely at the driveways during construction and demolition of the Project. Therefore, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the Project during construction and demolition activities. There would be no impacts associated with hazardous design features or incompatible land uses.

Operation

No Impact. Operation of the Project would require one new employee, for a total of four employees on the Project Site, resulting in a nominal increase in traffic over baseline conditions. Passenger cars and trucks entering and exiting the Project Site would be able to do so safely at the existing driveways during operation of the Project. Furthermore, all Project operations would occur on site. Therefore, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the Project. There would be no impact associated with hazardous design features or incompatible land uses.

5.17d) Would the project result in inadequate emergency access?

Construction

Less-Than-Significant Impact. As previously discussed, the Project would not alter the existing roadway network and no changes are proposed to the existing access or on-site circulation. The Project Site is located in an established, developed area with sufficient access for emergency service providers. Travel lanes on Olive Street may be temporarily blocked during the delivery of large construction equipment; however, construction activities would occur on the Project Site and no full road closures in the public right-of-way or

[1] This impact question ties directly into the OPR Technical Advisory, which notes that the CEQA Guidelines provide a categorical exemption for existing facilities, including additions of up to 10,000 square feet, as long as the project is in an area where public infrastructure is available and is not in an environmentally sensitive area (14 CCR 15301[e][2]). Refer to Section 5.17.2.1, State, for further detail.

driveway closures are anticipated that would impact adopted emergency access or response plans. During construction, a fire truck access ramp and road would be constructed to allow a fire truck to access the areas north of the compressor building. Furthermore, access to the Project Site via a driveway at least 24 feet wide is currently available and would be maintained to meet SoCalGas and emergency responder access requirements. As part of BMP-TRA-1, SoCalGas would follow standard construction practices and ensure that adequate on-site circulation and access is always maintained for all users, including coordinating with local emergency response providers (local police, fire, and medical dispatch) regarding proposed construction activities. As such, the Project would have a less-than-significant impact related to emergency access.

Operation

No Impact. During project operations, access to the site via a driveway on Olive Street that is at least 24 feet wide would be maintained to meet SoCalGas and emergency responder access requirements. No changes to operational site access would occur as part of this Project. As such, there would be no impacts.

5.17e) Would the project create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations?

Construction

No Impact. The Project Site is served by Bus Route 16, which runs along North Ventura Avenue near the Project Site. Bus stops are provided along Ventura Avenue, with the nearest stops provided near the corner of Ventura Avenue and Pleasant Place, and Ventura Avenue and Comstock Drive, approximately 900 feet east of the Project Site. Sidewalks are provided along most roadways near the Project Site and bike facilities are provided on Stanley Avenue and Olive Street near the site. Construction and demolition activities would not include site improvements that would extend into the public right-of-way or interfere with existing public transit, bicycle, or pedestrian facilities. No sidewalk closures would occur as part of the Project. Therefore, there would be no impacts as a result of Project implementation.

Operation

No Impact. Once construction is complete, Project operations and maintenance would require one new employee, for a total of four permanent employees, resulting in a nominal increase in traffic over baseline conditions. All operations-related activities would be limited to the Project Site. Therefore, the project would not create hazardous conditions for people walking, bicycling, or driving or for public transit operations. There would be no impacts as a result of Project implementation.

5.17f) Would the project interfere with walking or bicycling accessibility?

No Impact. As described above, the Project would not include site improvements that would extend into the public right-of-way or interfere with walking or bicycling accessibility. No sidewalk closures would occur as part of the Project. Therefore, there would be no impacts as a result of Project implementation.

5.17g) Would the project substantially delay public transit?

Construction

Less-Than-Significant Impact. The Project would not include site improvements that would extend into the public right-of-way or interfere with existing public transit. The Project would not severely delay, impact, or reduce the service level of transit in the area. While the Project may temporarily result in slower-moving trucks on the road network and the potential for lanes to be temporarily blocked during delivery of large construction equipment, this would be limited to U.S. Route 101, SR-33, Stanley Avenue, and Olive Street. No full road closures are anticipated. Any effect on the operations of roadways or the overall circulation system along these roads would be minimal. As part of BMP-TRA-1, SoCalGas (and its contractor) would follow standard construction practices, including ensuring that access is always maintained for all users, including coordinating with local transit providers in advance of proposed construction activities. Therefore, impacts to public transit would be less than significant.

Operation

No Impact. Operation of the Project would require one new employee on site, for a total of four permanent employees, resulting in a nominal increase in traffic over baseline conditions. Therefore, operational activities would not severely delay, impact, or reduce the service level of transit in the area. No impacts on the operations of roadways or the overall circulation system along these roads would occur as part of Project operations.

5.17.5 Mitigation Measures

Transportation impacts would be less than significant or would not occur; therefore, no mitigation measures are required for the Project.

5.17.6 Level of Significance Summary

The Project would have less-than significant impacts related to a conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The Project would have less-than-significant impacts related to a conflict or being inconsistent with CEQA Guidelines Section 15064.3(b).

The Project would have no impacts related to a substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The Project would have less-than-significant construction impacts and no operational impacts related to inadequate emergency access.

The Project would have no impact related to a potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations.

The Project would have no impact related to interfering with walking or bicycling accessibility.

The Project would have less-than-significant construction impacts and no operational impacts related to a substantial delay in public transit.

5.17.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

5.17.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that are applicable to transportation.

5.17.7.2 Project Best Management Practices

BMP-TRA-1 Construction Traffic Control Plan. If construction requires partial or full lane closures, traffic delays, or other encroachment of construction activities within the public roadway, SoCalGas shall prepare and implement a construction traffic control plan. The plan shall be submitted to the City for approval prior to commencing construction activities and shall contain the following elements:

- Anticipated days and time of construction
- Signage and traffic control plan (e.g., flaggers)
- Prior notification of property owners/residents whose access will be affected
- Detour routes, if necessary
- Alternate pedestrian/bicycle access, if necessary
- Coordination with local transit agencies
- Coordination with local emergency response providers (local police, fire, and medical dispatch)
- Provisions for night work, if necessary

BMP-TRA-2 Project Access Roads. Upon mobilization, SoCalGas inspection staff and the contractor will take video and photo documentation along the Project access roads to ensure that roads are restored to pre-Project conditions or better. Periodic inspections will be conducted by inspection staff throughout construction. If any damage is discovered to have been made by the contractor, then it will be their responsibility to make the necessary repairs as soon as practical.

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SOURCE: Esri and Digital Globe, Open Street Map, City of Ventura, Ventura County Transportation Commission

DUDEK

0 750 1,500 Feet

FIGURE 5.17-1

Existing Rail and Transit Facilities

Ventura Compressor Station Modernization Project

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SOURCE: City of Buenaventura, Ventura Bicycle Map 2015

FIGURE 5.17-2

Existing Bicycle Facilities

Ventura Compressor Station Modernization Project

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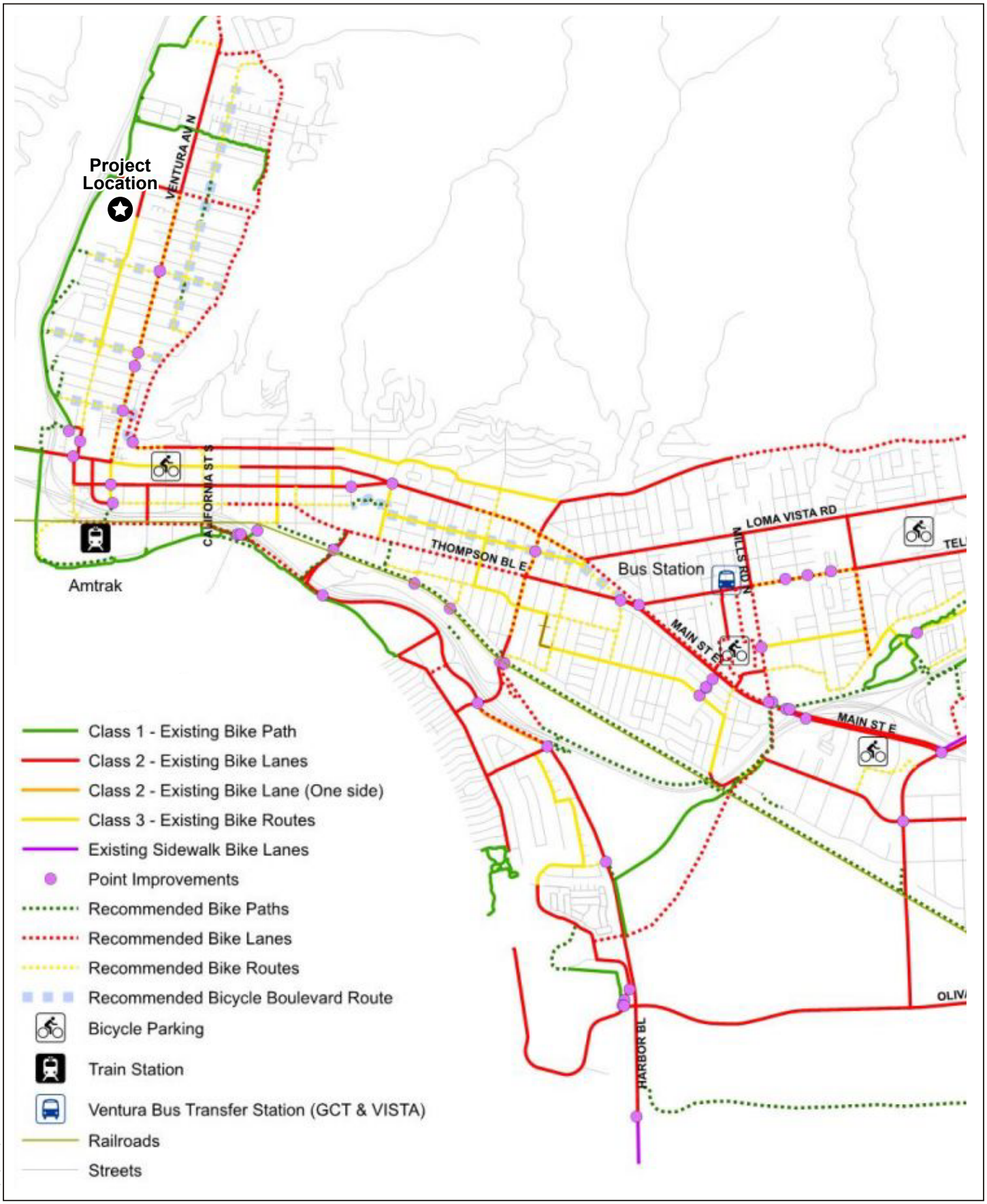

SOURCE: City of Buenaventura, 2011 Ventura Bicycle Master Plan

FIGURE 5.17-3

Ventura Bicycle Master Plan Recommended Bicycle Network

Ventura Compressor Station Modernization Project

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5.18 Tribal Cultural Resources

This section describes existing conditions and potential impacts on tribal cultural resources (TCRs) as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is based on a variety of ethnographic sources, as well as the following:

- Appendix E, Tribal Consultation Report, SoCalGas Ventura Compressor Station Modernization Project, prepared by South Environmental, February 2023.

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.18.1 Environmental Setting

5.18.1.1 Outreach to Tribes

As part of the process of identifying cultural resources and TCRs within or near the Project Site, South Environmental contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File on January 27, 2023. The NAHC emailed a response on February 17, 2023, which indicated that the Sacred Lands File search was completed with negative results. Because the Sacred Lands File search does not include an exhaustive list of Native American cultural resources, the NAHC suggested contacting Native American individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the Project Site. The NAHC also provided the contact information of 11 individuals and/or tribal organizations with whom to consult:

On March 6, 2023, SoCalGas sent informational outreach letters to all of these contacts. Follow-up emails were sent to all non-responsive contacts on March 23, 2023. As detailed in Table 5.18-1, two contacts have responded to the outreach letters to date, Committee Chair Ayala from the Barbareño/Ventureño Band of Mission Indians, who requested a copy of any archaeology reports completed for the Project, and Crystal Mendoza of the Santa Ynez Band of Chumash Indians, who stated that the Elder's Council does not request further consultation on the Project. No archaeological or historical resources or TCRs were identified as a result of SoCalGas's coordination with these tribes. This outreach was conducted for informational purposes only and does not constitute government-to-government consultation as specified by Assembly Bill (AB) 52. The results of SoCalGas's outreach to Native American groups are documented in PEA Appendix E, Tribal Consultation Report.

Table 5.18-1. Summary of Native American Outreach

Tribal Contact	Method of Notification/Date	Responses Received
Barbareño/Ventureño Band of Mission Indians Dayna Barrios, Chairperson 188 South Santa Rosa Street Ventura, California, 93001 Phone: 805.890.6855 barrios_dayna@yahoo.com	Email sent March 6, 2023. Certified mail sent March 7, 2023.	No response received to date.

Table 5.18-1. Summary of Native American Outreach

Tribal Contact	Method of Notification/Date	Responses Received
Barbareño/Ventureño Band of Mission Indians Annette Ayala, CRM Committee Chair 188 South Santa Rosa Street Ventura, California 93001 Phone: 805.515.9844 annetteayala78@yahoo.com	Email sent March 6, 2023. Certified mail sent March 7, 2023.	On March 8, 2023, Committee Chair Ayala responded via email and requested a copy of any archaeological reports completed for the Project.
Chumash Council of Bakersfield Julio Quair, Chairperson 729 Texas Street Bakersfield, California 93307 Phone: 661.322.0121 chumashtribe@sbcglobal.net	Email sent March 6, 2023. Certified mail sent March 7, 2023.	No response received to date.
Coastal Band of the Chumash Nation Mia Lopez, Chairperson PO Box 40653 Santa Barbara, California 93140 Phone: 805.324.0135 cbcntribalchair@gmail.com	Email sent March 6, 2023. Certified mail sent March 7, 2023.	No response received to date.
Coastal Band of the Chumash Nation Gabe Frausto, Vice Chair PO Box 40653 Santa Barbara, California 93140 Phone: 805.324.0135 cbcn22vicechair@gmail.com	Email sent March 6, 2023. Certified mail sent March 7, 2023.	No response received to date.
Gabrieleño/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson PO Box 693 San Gabriel, California 91778 Phone: 626.483.3564 Fax: 626.286.1262 GTTribalcouncil@aol.com	Email sent March 6, 2023. Certified mail sent March 7, 2023.	No response received to date.
Gabrieleño/Tongva Nation Sandonne Goad, Chairperson 106 1/2 Judge John Aiso Street, No. 231 Los Angeles, California 90012 Phone: 951.807.0479 sgoad@gabrielino-tongva.com	Email sent March 6, 2023. Certified mail sent March 7, 2023.	No response received to date.
Gabrieleño–Tongva Tribe Charles Alvarez 23454 Vanowen Street West Hills, California 91307 Phone: 310.403.6048 roadkingcharles@aol.com Chavez1956metro@gmail.com	Email sent March 6, 2023. Certified mail sent March 7, 2023.	No response received to date.

Table 5.18-1. Summary of Native American Outreach

Tribal Contact	Method of Notification/Date	Responses Received
Northern Chumash Tribal Council Violet Walker, Chairperson PO Box 6533 Los Osos, California 93412 Phone: 760.549.3532 violetsagewalker@gmail.com	Email sent March 6, 2023. Certified mail sent March 7, 2023.	No response received to date.
San Luis Obispo County Chumash Council 1030 Ritchie Road Grover Beach, California 93433	Certified mail sent March 7, 2023.	No response received to date.
Santa Ynez Band of Chumash Indians Kenneth Kahn, Chairperson PO Box 517 Santa Ynez, California 93460 Phone: 805.688.7997 Fax: 805.686.9578 Chairman@chumash.gov	Email sent March 6, 2023. Certified mail sent March 7, 2023.	On May 4, 2023, Administrative Assistant Crystal Mendoza responded via email that the Elder's Council does not request further consultation on the Project.

5.18.1.2 Tribal Cultural Resources

The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030) is located at 1555 North Olive Street in the City of Ventura (City), slightly east of State Route 33. A proposed 2.53-acre temporary construction Staging Area would be adjacent to the west of the Project Site (where combined, referred to as the Development Area). No TCRs were identified within the Development Area as a result of ethnographic research or outreach with applicable tribes.

Attempts to identify possible TCRs included review of publicly available documentary resources, such as archaeological site records, reports, and maps on file with the South Central Coastal Information Center (SCCIC) as part of the cultural resources records search (completed on February 13, 2023), a search of the NAHC Sacred Lands File (completed February 13, 2023), and an intensive-level cultural resources survey (completed February 3, 2023). Details of these efforts are provided in the following subsections.

CHRIS Records Search

On February 13, 2023, South Environmental principal archaeologist Samantha Murray, MA, RPA, completed a CHRIS records search at the SCCIC that included the existing Project Site, the Staging Area, and a 0.5-mile radius. This search included their collections of mapped prehistoric and historic archaeological resources and historic built-environment resources, State of California Department of Parks and Recreation Site Records (DPR forms), technical reports, archival resources, and ethnographic references. Additional consulted sources include historical maps of the study area, the National Register of Historic Places, the California Register of Historical Resources, the lists of California State Historical Landmarks and California Points of Historical Interest, and the Archaeological Determinations of Eligibility. The results of the records search are presented in Confidential Appendix A to Appendix D, Cultural Resources Inventory Report, of this PEA.

Previously Conducted Cultural Resource Studies

No previously completed cultural resources or TCR studies overlap the Development Area. However, the SCCIC records search results indicate that 22 studies were previously conducted within 0.5 miles of the Development Area between 1977 and 2012 (refer to Table 5.5-1 in Section 5.5, Cultural Resources, of this PEA). The studies are a mix of archaeological field studies, architectural and historical evaluations, and survey reports.

One previous study (VN-1275) was identified directly adjacent to the western side of the proposed staging area: Cultural Resources Investigation: Ventura River Trail (Schmidt and Schmidt 1994, as provided in Table 5.5-1). This project followed what was then an abandoned railroad corridor right-of-way and portions of the Ventura River flood control levee. The study identified six cultural resources, only one of which falls within the vicinity of the Project Site: the Ventura River and Ojai Valley Railroad (CA-VEN-1109H). This resource is discussed further and complete records search results tables are provided in Section 5.5 of this PEA.

Previously Recorded Cultural Resources

No previously recorded cultural resources or TCRs were identified within the Development Area. However, the SCCIC records search identified five previously recorded cultural resources within 0.5 miles of the Development Area (refer to Table 5.5-2 in Section 5.5 of this PEA). One previously recorded resource, the Ventura River and Ojai Valley Railroad (CA-VEN-1109H), was identified adjacent to the western side of the proposed staging area. This resource was originally recorded by Macko in 1993 (see Table 5.5-2) as a historic-period railroad spur connecting the City of San Buenaventura and Ojai. However, a more recent update of the resource from 2012 indicates that it is no longer extant and has been replaced by a bike path/trail. Complete records search results tables are provided in Section 5.5 of this PEA.

Cultural Resources Survey

Methods

South Environmental archaeologist Samantha Jovanovic, MS, conducted a pedestrian survey of the Development Area on February 3, 2023. Much of the Development Area is paved with asphalt and/or gravel, making examination of the ground surface impossible in most areas. In limited areas with exposed ground surface, the archaeologist spot-checked the ground surface for the presence of prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools), historical artifacts (e.g., metal, glass, ceramics), sediment discolorations that might indicate the presence of a cultural midden, depressions, and other features that might indicate the former presence of structures or buildings (e.g., post holes, foundations).

Results

Ground surface visibility throughout the Project Site was poor (approximately 2%) because the entire Project Site is fully developed with the existing Ventura Compressor Station, including asphalt paving, imported gravel, buildings, structures, and related gas equipment. Exposed ground surface was only present in limited areas, which were heavily disturbed by surrounding development, including along the eastern wall of the compressor station and in the strip of landscaping outside the compressor station on Olive Street, adjacent to the sidewalk. Vegetation observed on the Project Site was limited to ornamental plants along the eastern boundary of the Project Site, and several mature coast redwood trees (*Sequoia sempervirens*). No TCRs were identified within the Project Site or the Staging Area as a result of the pedestrian survey.

Attempts to identify possible TCRs also included outreach with applicable tribes as recommended by NAHC. Table 5.18-1 summarizes attempts to identify TCRs by contacting tribal representatives directly.

5.18.1.3 Ethnographic Study

Prehistoric Context

While many chronological sequences have been developed to describe cultural changes in Southern California, the following builds on Wallace (1955, 1978), who developed a prehistoric chronology for the Southern California coastal region that is still widely used today. Four periods are presented in this sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. The summary of prehistoric chronological sequences for Southern California coastal and near-coastal areas presented below is a combination of Wallace (1955) and Warren (1968) as well as more recent studies.

Early Man Horizon (ca. 10,000–6000 BC)

Many pre-8000 BC sites have been identified along the Southern California coast and Channel Islands (Moratto 1984; Erlandson 1991; Rick et al. 2001; Johnson et al. 2002; Jones and Klar 2007). The Santa Rosa Island Arlington Springs site produced human femur bones that dated to approximately 13,000 years ago (Johnson et al. 2002). The most widely accepted dates for archaeological sites on the Southern California coast are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area about 10,000 years ago (Erlandson 1991, p. 105).

Early Man Horizon sites are generally associated with a greater emphasis on hunting than later horizons. Recent data indicate that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas and on inland Pleistocene lakeshores (Moratto 1984).

Milling Stone Horizon (6000–3000 BC)

Set during the Altithermal, which began around 6000 BC, the Milling Stone Horizon is characterized by changing subsistence strategies in response to drier climate. This included a greater emphasis on plant foods and small game. Extensive seed processing is evident in the dominance of stone grinding implements in contemporary archaeological assemblages; namely, milling stones (metates) and hand stones (manos). The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978; Warren 1968). Other food resources included small and large terrestrial mammals, sea mammals, birds, shellfish and other littoral and estuarine species, near-shore fishes, yucca, agave, and seeds and other plant products (Kowta 1969). Depending on the environmental setting (coastal or inland), food procurement strategies are found to be highly variable (Byrd and Raab 2007, p. 220).

Intermediate Horizon (3000 BC–AD 500)

The Intermediate Horizon is characterized by a shift toward a hunting and maritime subsistence strategy, as well as greater use of plant foods. During the Intermediate Horizon, a noticeable trend occurred towards a greater adaptation to local resources, including a broad variety of fish, land mammals, and sea mammals along the coast. This diversity was reflected in tool kits for hunting, fishing, and processing food and materials, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured. Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling tool. This change in

milling stone technology indicates a transition from the processing and consumption of hard seed resources to the increased reliance on acorns (Glassow et al. 1988; True 1993).

Late Prehistoric Horizon (AD 500–Historic Contact)

The Late Prehistoric Horizon is characterized by an increased diversity of plant food resources and land and sea mammal hunting. Material culture became more complex as demonstrated through more diverse classes of artifacts. During this period, the northern Channel Islands populations further developed craft specializations, including shell bead manufacture, that sustained trade with mainland settlements and with further trading partners to the east, creating a regional economy. Steatite quarried on Santa Catalina Island was used to make stone bowls, pipes, comals, sucking tubes, pendants, beads, and effigies. The lack of pottery in coastal and near-coastal sites implies that ceramic technology was not widely used, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture may also be due to the utility of tightly woven and watertight basketry that functioned in much the same way as ceramic vessels.

In areas of inland settlement, by the end of the Intermediate Period, mobility and long-distance migration towards the coast from seasonal camps was replaced by the development of permanent settlements. The period between AD 500 and historic contact is divided into three regional patterns: Chumash (Santa Barbara and Ventura Counties), Takic/Numic (Los Angeles, Orange, and western Riverside Counties), and Yuman (San Diego County). Modern Gabrieleño/Tongva, Juaneño, and Luiseño people in this region are considered to be the descendants of the Uto-Aztecan, Takic-speaking populations that settled along the California coast during this period (Warren 1968).

Ethnographic Context

Ventureño Chumash

The Development Area is located within an area historically occupied by the Ventureño Chumash (named for their historic association with Mission San Buenaventura) (Grant 1978). The Chumash spoke six closely related Chumashan languages, which have been divided into three branches — Northern Chumash, consisting only of Obispeño; Central Chumash, consisting of Purisimeño, Ineseño, Barbareño, and Ventureño; and Island Chumash (Jones and Klar 2007, p. 80). Groups neighboring Chumash territory included the Salinan to the north, the Southern Valley Yokuts and Tataviam to the east, and the Gabrieleño (Tongva) to the south.

Early Spanish accounts of the total Chumash population vary from estimates of around 8,000–10,000 (Kroeber 1976) to 18,000–22,000 (Cook and Heizer 1965, p. 21) along the Santa Barbara Channel coast. These coastal Chumash villages included large, round dwellings made of tule reed mats and arranged in close groups. Lodging as many as 60 people, the houses supported large family groups (Brown 2001).

Subsistence strategies for the Chumash included both coastal and inland food resources. The acorn was a staple food, for which the Chumash developed a variety of tools, including different baskets for processing, cooking, and serving acorns and other plant foods, and mortar and milling stones for crushing and grinding. Hunting was also an important component of daily life, with bows and arrows used to hunt large game and snares and traps used to capture smaller animals (Brown 2001; Hudson and Blackburn 1983).

Being located on the coast, the tomol, or wooden plank canoe, became essential to facilitating both marine resource procurement and to maintaining active trade networks between inland and coastal groups. Large marine mammals such as whales and seals were hunted with harpoons. Fish were captured using hooks, lines, and nets. Additionally,

shellfish were procured from the coast, including clams and scallops, which could be dug up with sticks and other tools; and mussels and abalone, which could be gathered from rocks using prying tools.

Trade was an important aspect of both Chumash subsistence and maintaining social ties to other island and inland groups. Island, coastal, and inland Chumash traded a variety of materials including beads, tools, baskets, shells, acorns, steatite, obsidian, chert, and animal skins.

Like so many Native American groups, the Chumash were heavily affected by the arrival of the Spanish. The Spanish mission system, and later Mexican and American settlers, had devasting effects on native populations and dramatically altered traditional Chumash lifeways. The introduction of European diseases, against which native populations had no immunity, also took a tremendous toll on the Chumash (Johnson 1987). However, many Chumash descendants still inhabit the region today.

Review of various ethnographic studies and historic maps (King 19675; Johnson et al. 1999; Brown 2001; Grant 1978) indicate that while no known TCRs have been identified within the Development Area, prehistoric utilization of the nearby Ventura River was extensive. Several Chumash placenames were identified within the Project vicinity, including the villages of *quyuy*, *kamexmey*, *micqanaqan*, and *šišolop* (King 1975). The site of the historic village of *šišolop* or *Shisholop* (CA-VEN-3) is located approximately 1.4 miles south of the Development Area near the base of Figueroa Street (see Exhibit 1 in Appendix E). The village dates from approximately AD 1000 and extends into the historic period, being visited by Juan Rodriguez Cabrillo in 1542. *Shisholop* ("in the mud") is estimated to have stretched from the beach inland past the San Buenaventura Mission and served as home to 300–400 Chumash at its peak. The location of the village and the Cabrillo Landing was designated as a historical point of interest with the City of Ventura.

5.18.2 Regulatory Setting

5.18.2.1 State

Assembly Bill 52

AB 52 amended California Public Resources Code Section 5097.94 and added California Public Resources Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. Section 4 of AB 52 adds Sections 21074(a) and (b) to the California Public Resources Code, which address TCRs and cultural landscapes. Section 21074(a) defines TCRs as one of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
   (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
   (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1(a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on TCRs should be considered under the California Environmental Quality Act

(CEQA). Section 6 of AB 52 adds Section 21080.3.2 to the California Public Resources Code, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource."

5.18.2.2 Local

City of San Buenaventura – 2005 Ventura General Plan

There are no General Plan policies applicable to TCRs. Please refer to Section 5.5, Cultural Resources, for a listing of actions under Policy 9D: Ensure proper treatment of archeological and historic resources.

5.18.3 Impact Questions

The Project's potential impacts on TCRs were evaluated using the impact questions set forth in Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.). There are no additional CEQA impact questions included in the 2019 California Public Utilities Commission (CPUC) Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to TCRs (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.18-2 and discussed in more detail in Section 5.18.4, Impact Analysis.

Table 5.18-2. Checklist for Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
5.18a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☒	☐
5.18b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

5.18.4 Impact Analysis

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

5.18a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

5.18b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth ©subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less-Than-Significant Impact. No TCRs were identified within the Development Area as a result of the SCCIC records search (completed on February 13, 2023), the NAHC Sacred Lands File search (completed February 17, 2023), or the intensive-level survey (completed February 3, 2023). Additionally, the entire Project Site has been heavily disturbed by modern development. SoCalGas submitted letters to 11 Native American individuals and organizations on the contact list provided by the NAHC. To date, SoCalGas has not received any responses to these letters. Therefore, no known TCRs have been identified within the Project Site or staging area and development of the Project would not result in a substantial adverse change in the significance of a TCR. Further, as a standard best practice, SoCalGas would implement Best Management Practice (BMP) CUL-1 (Inadvertent Discovery of Archaeological Resources; see Cultural Resources Section 5.5.7.2), which would proactively address any potential inadvertent discovery of archaeological resources or TCRs that could occur through short-term earthmoving activities during construction. Impacts from the Project would be less than significant.

5.18.5 Mitigation Measures

Impacts resulting from the Project would be less than significant; therefore, no mitigation is required.

5.18.6 Level of Significance Summary

Impacts regarding an adverse change to a TCR that is listed or eligible for listing in a state or local register of historical resources would be less than significant.

Impacts regarding an adverse change to a TCR that the lead agency has determined to be significant would be less than significant.

5.18.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

5.18.7.1 CPUC Recommended Environmental Measures

No CPUC Recommended Environmental Measures are included in Attachment 4 of the CPUC Guidelines that would be applicable to TCRs.

5.18.7.2 Project Best Management Practices

The following BMP included in Section 5.5, Cultural Resources, of this PEA would be applicable to TCRs:

- BMP-CUL-1 (Inadvertent Discovery of Archaeological Resources)

5.19 Utilities and Service Systems

This section describes existing conditions and potential impacts on utilities and service systems as a result of construction, operation, and maintenance of the proposed Ventura Compressor Station Modernization Project (Project). Information contained in this section is based on existing and proposed utility plans provided by SoCalGas and a review of relevant online data from the City of Ventura (City), as well as the following:

- Appendix L, Hydrology Drainage Report, prepared by Burns & McDonnell

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.19.1 Environmental Setting

5.19.1.1 Utility Providers

The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030) is located at 1555 North Olive Street in the City of Ventura, slightly east of State Route 33. A proposed approximately 2.53-acre temporary construction Staging Area would be adjacent to the west of the Project Site (combined, referred to as the Development Area).

Water Provider

Water service within the City is provided by the City's Water Department (Ventura Water). Ventura Water's service area includes the City and unincorporated areas within the City's Sphere of Influence. An estimated population of 113,500 people are currently supplied water from the City's water system, with approximately 32,285 water service connections. The industrial sector, which includes uses like the Ventura Compressor Station, accounts for less than 1% of the City's water demand (Ventura Water 2021). The City operates three water purification facilities (Ventura Water 2021).

Currently, there are six distinct water sources providing water to the City water system:

- Casitas Municipal Water District
- Ventura River Foster Park Area
- Mound Groundwater Basin
- Oxnard Plain Groundwater Basin
- Santa Paula Groundwater Basin
- Reclaimed water and reuse from the Ventura Water Reclamation Facility

In addition, the City has a 10,000 acre-feet per year (AFY) contract amount from the California State Water Project, which is not utilized within the City service area because currently there are no facilities to deliver the water to the City; however, it is a planned supply (Ventura Water 2021). Future water supply sources to supplement surface and groundwater sources may include potable reuse or State Water Project water. The City currently has a planned potable reuse facility called VenturaWaterPure (Ventura Water 2021).

In the vicinity of the Development Area, a City water transmission main extends north–south along North Ventura Avenue, a roadway that parallels North Olive Street one block to the east. Distribution mains extend outwards from this transmission main to serve parcels in the area, including the Project Site by way of a distribution main running

along North Olive Street (City of Ventura 2005a). The Project Site has tie-ins for fire water and domestic water connected to this City water line. Potable water is currently provided at the Project Site for employees' use (e.g., drinking water and water supply for restrooms) and the purposes of cooling the natural gas engine-driven compressors (natural gas compressors). Additionally, fire water service is available for emergency response purposes. Approximately 43,000 gallons of water per month are typically used at the Project Site, which equates to 1.58 AFY.

Wastewater System Provider

Ventura Water provides wastewater collection and treatment for the City, as well as two satellite areas adjacent to the City. Ventura Water operates and maintains over 300 miles of sewer mains and 14 lift stations (Ventura Water 2023). Ventura Water also operates the Ventura Water Reclamation Facility, which is a tertiary treatment plant, located in the Ventura Harbor area. The facility treats most of the wastewater produced in the City, equating to 8 million to 9 million gallons of wastewater per day. Treated wastewater is discharged into an adjacent Santa Clara River Estuary or is delivered to reclaimed water customers (Ventura Water 2023). The facility was originally designed with a capacity of 14 million gallons per day (City of Ventura 2005a).

The City's collection system includes seven major tributary, or planning, areas. The Project Site is within the Ventura Avenue tributary area. Sewer system lines range in diameter from 4 inches to 48 inches. The Project Site is served by a 12- to 18-inch-diameter trunk main that extends along North Olive Street. This trunk main flows into a larger 21- to 30-inch-diameter trunk main further south along North Olive Street (City of Ventura 2005a). Approximately 2,460 gallons of wastewater are typically generated by on-site restrooms per month.

Stormwater Provider

Stormwater service is provided to the Project Site via the City's stormwater system. The City's storm drain system drains to local creeks, rivers, and the ocean (City of Ventura 2023a). An existing stormwater system line serves the Project Site. Under existing conditions, stormwater sheet flows to the City's storm drain system.

Electrical Provider

Electricity for the City, including the Project Site, is provided by Southern California Edison (SCE). Electricity is brought to the site via aboveground distribution lines extending north–south on the east side of North Olive Street. Near the northern entrance on North Olive Street, a distribution line extends overhead across the street and terminates at the Project Site, providing electricity to the site (SoCalGas 2023a). Service voltage to the Project Site is 480 volts (SCE 2023). Distribution lines also extend overhead through the approximate center of the Project Site. Under typical conditions, the temporary office and warehouse structures require approximately 4,000 kilowatt-hours (kWh) per month, and the compressor plant requires approximately 43,000 kWh per month. Daily electrical use typically ranges from approximately 60 kWh per day to 2,250 kWh per day (SCE 2023).

Natural Gas Provider

The Project Site is part of the SoCalGas integrated energy delivery system, composed of pipelines, compressor stations, storage fields, and regulator stations, designed to provide safe and reliable service to its customers. See Section 3.2.1 of Chapter 3, Project Description, in this PEA for more information regarding the Project Site's existing natural gas infrastructure and the role of this infrastructure in the Central Coast's natural gas system.

While the Project Site is part of SoCalGas's natural gas transmission system, the existing compressor station also uses natural gas to power the existing compressors. The temporary office and warehouse structures typically require an average of 60 therms of natural gas per month, and the existing compressors require 94 million standard cubic feet (MMscf) of natural gas per year for operations.

Telecommunications Provider

Telecommunications service is provided to the Project Site by AT&T. There is fiber-optic cable service running underground off North Olive Street for office use and network reliability. Fiber serving the facility is 24 strands, SMF-28 terminated in fiber panels with lucent connector (LC) connectors. The existing communications shelter within the facility is the central point for all incoming and outgoing data transfer. Supervisory control and data acquisition (SCADA) communications to SoCalGas's Gas Control is primarily via AT&T Switched Ethernet Network on Demand (ASEoD) private network with the company private microwave radio frequency communications for redundancy/backup.

Solid Waste Services Provider

The Environmental Sustainability division in the City's Public Works department manages collection and disposal of solid waste and waste diversion in the City. The City has a franchise agreement with E.J. Harrison and Sons (Harrison) for residential and commercial solid waste collected (City of Ventura 2005a). Waste collected within the City is sorted at the Gold Coast Recycling and Transfer Station. Material that cannot be recycled is sent to landfills. The majority of Ventura's non-recycled waste (88%) goes to Toland Road Landfill, while approximately 11% is sent to the Simi Valley Landfill. The remaining approximately 1% is shipped to either Azusa Land Reclamation Company Landfill, Chiquita Canyon Sanitary Landfill, or Nu-Way Live Oak Landfill (City of Ventura 2005a). The California Department of Resources Recycling and Recovery (CalRecycle) currently lists the Nu-Way Live Oak Landfill as inactive (CalRecycle 2023). Table 5.19-1 lists the solid waste facilities that serve the City (excluding the Nu-Way Live Oak Landfill), along with details on each facility.

Table 5.19-1. Solid Waste Facilities

Facility Name	Location	Owner	Accepted Waste Types	Other Services	Maximum Permitted Throughput	Remaining Capacity	Maximum Permitted Capacity	Anticipated Closure Year
Gold Coast Recycling and Transfer Station	5275 Colt St., Ventura, CA 93003	Harrison Industries	Large-volume transfer and processing for mixed municipal and construction/demolition waste	None	440 TPD	N/A	440 TPD	N/A
Toland Road Landfill	3500 North Toland Rd., Santa Paula, CA 93060	Ventura Regional Sanitation District	Tires, sludge (BioSolids), mixed municipal, inert, industrial, green materials, contaminated soil, construction/ demolition, asbestos, agricultural	None	2,864 TPD	16,068,864 CY	30,000,000 CY	2033
Simi Valley Landfill & Recycling Center	2801 Madera Rd., Simi Valley, CA 93065	Waste Management	Tires, sludge (BioSolids), mixed municipal, inert, industrial, green materials, food wastes, contaminated soil, construction/demolition, asbestos, agricultural	Large volume construction, demolition, and inert debris processing; chipping, grinding, and composting	64,750 TPW	82,954,873 CY	119,600,000 CY	2063
Azusa Land Reclamation Company Landfill	1211 West Gladstone St., Azusa, CA 91702	Azusa Land Reclamation Company Inc.	Tires, inert, contaminated soil, friable asbestos, asbestos	Planned/future inert debris engineered fill operation	8,000 TPD	51,512,201 CY	80,571,760 CY	2045
Chiquita Canyon Sanitary Landfill	29201 Henry Mayo Dr., Castaic, CA 91384	Chiquita Canyon Inc.	Inert, industrial, construction/demolition, green materials, mixed municipal	Planned green material composting facility for green materials and food wastes	12,000 TPD	60,408,000 CY	110,366,000 CY	2047

Source: CalRecycle 2023.
Notes: TPD = tons per day; N/A = not applicable; CY = cubic yards; TPW = tons per week.

The Environmental Sustainability division also manages the City's Construction and Demolition Debris Program (see Section 5.19.2, Regulatory Setting, for more details on the requirements of this program). Harrison provides construction and demolition (C&D) debris roll-off services for the City and recycles at least 65% of the collected C&D debris. Contractors also have the option of self-hauling materials to a recycling, disposal, and re-use facility. The County of Ventura maintains a list of available recycling, disposal, and reuse facilities in the County that can be used for self-hauling (City of Ventura 2023b; Harrison 2023).

5.19.1.2 Utility Lines

Utility lines for water, gas, sewer, electricity, stormwater, and telecommunications currently exist within the Project Site, as described below. Existing lines are shown in Figure 5.19-1, Existing and Proposed Utility Lines.

- **Water:** Existing water lines on site consist of a domestic water line extending from the City tie-in on North Olive Street and across the approximate center of the Project Site (underground) in a generally east–west orientation (Figure 5.19-1).
- **Gas:** The Project Site is an existing natural gas compressor station. As such, numerous utility infrastructure pertaining to natural gas exists within the Project Site. Most major gas piping for the existing station is aboveground. However, as shown in Figure 5.19-1, a 16-inch-diameter gas line currently extends underground southwest to northeast under the southern portion of the Project Site.
- **Sewer:** Existing sewer lines on site consist of a sanitary sewer line extending from the City tie-in on North Olive Street and across the approximate center of the Project Site (underground) in an approximately east–west orientation (Figure 5.19-1).
- **Electrical:** Near the northern entrance to the Project Site along North Olive Street, a distribution line extends overhead across the street and provides electricity to the site. Existing service voltage is 480 volts (SCE 2023; SoCalGas 2023a).
- **Stormwater:** Under existing conditions, stormwater sheet flows to the City's stormwater drainage system. An existing 28-inch-diameter stormwater pipe is located at the southeastern section of the Project Site and connects to the City stormwater system main within North Olive Street (SoCalGas 2023b).
- **Telecommunications:** There is an existing fiber-optic cable that extends underground off North Olive Street. Fiber serving the facility is 24 strands, SMF-28 terminated in fiber panels with LC connectors. The existing communications shelter within the facility is the central point for all incoming and outgoing data transfer. SCADA communications to Gas Control is primarily via AT&T ASEoD private network with the company private microwave radio frequency communications for redundancy/backup.

5.19.1.3 Approved Utility Projects

There are no utility projects that are approved but not yet constructed within the Project Site.

5.19.1.4 Water Supplies

As stated in Section 5.19.1.1, Utility Providers, water service is provided to the Project Site by Ventura Water. Table 5.19-2 provides information regarding water supply and demand in 2020 for the area served by Ventura Water, when Ventura Water's Urban Water Management Plan (UWMP) was drafted. Table 5.19-3 shows water sources, supply, and demand through the future horizon of Ventura Water's UWMP (2045).

Table 5.19-2. Water Supply and Demand in 2020

Water Supply Source	Volume (Acre-Feet)
Casitas Municipal Water District	2,533
Ventura River	2,417
Groundwater	8,606
Recycled Water	564
State Water Project	0
Planned Potable Reuse	0
Total Supply	**14,120**
Demand	**14,120**

Source: Ventura Water 2021.

Table 5.19-3. Projected Water Supply and Demand (in Acre-Feet)

Supplier/Use	2025	2030	2035	2040	2045
Average/Normal Year					
Casitas Municipal Water District	5,805	5,963	6,126	6,293	6,465
Ventura River	4,200	4,200	4,200	4,200	4,200
Groundwater	11,939	11,325	10,710	10,096	10,096
Recycled Water	576	576	576	576	576
State Water Project	1,300	1,300	1,300	1,300	1,300
Planned Potable Reuse	0	2,800	4,000	4,000	4,000
Total Supply	**23,820**	**26,164**	**26,912**	**26,465**	**26,637**
Demand	**14,804**	**15,193**	**15,591**	**16,001**	**16,422**
Single Dry Year					
Casitas Municipal Water District	5,805	5,963	6,126	6,293	6,465
Ventura River	1,298	1,298	1,298	1,298	1,298
Groundwater	11,939	11,325	10,710	10,096	10,096
Recycled Water	576	576	576	576	576
State Water Project	900	900	900	900	900
Planned Potable Reuse	0	2,800	4,000	4,000	4,000
Total Supply	**20,518**	**22,862**	**23,610**	**23,163**	**23,335**
Estimated Demand	**16,226**	**16,655**	**17,092**	**17,543**	**18,006**
Multiple Dry Years					
Supply					
Year 1	21,618	23,962	24,710	24,263	24,435

Table 5.19-3. Projected Water Supply and Demand (in Acre-Feet)

Supplier/Use	2025	2030	2035	2040	2045
Year 2	21,757	24,070	24,785	24,305	24,442
Year 3	19,177	21,473	22,172	21,675	21,796
Year 4	21,677	23,973	24,672	24,175	24,296
Year 5	18,977	21,273	21,972	21,475	21,596
Estimated Demand					
Year 1	16,226	16,655	17,092	17,543	18,006
Year 2	16,226	16,655	17,092	17,543	18,006
Year 3	16,226	16,655	17,092	17,543	18,006
Year 4	16,226	16,655	17,092	17,543	18,006
Year 5	16,226	16,655	17,092	17,543	18,006

Source: Ventura Water 2021.

As shown in Table 5.19-2 and Table 5.19-3, one of Ventura Water's several water sources is the Casitas Municipal Water District (CMWD). CMWD is a wholesaler of treated surface water from Lake Casitas, a water storage reservoir, to the City under the terms and conditions of a 2017 agreement between the City and CMWD. The current Water Services Agreement (dated May 2017) establishes that CMWD shall supply the City with sufficient water to meet its in-district projected water demand; however, adjustments may be made to the allocation based on water shortage conditions and lake levels (Ventura Water 2021). The data in Table 5.19-3 reflect anticipated water shortages and conservation conditions, as well as anticipated water demand growth in the portion of the City that lies within the CMWD's service area boundaries.

While the Project Site is primarily provided water service through treated surface water from Lake Casitas, purchased by Ventura Water via the CMWD, the City's other supplies (i.e., local groundwater and the Ventura River) may also fulfill water demand at the Project Site and in the Project area, as needed. Furthermore, as shown in Table 5.19-3, Ventura Water is in the process of developing new water supplies by connecting to the State Water Project and developing potable reuse capabilities. These new supplies could potentially serve the Project Site in the future.

5.19.1.5 Landfills and Recycling

As shown in Table 5.19-1, there are numerous local landfills that accept C&D waste, including the Toland Road Landfill, Simi Valley Landfill and Recycling Center, and Chiquita Canyon Sanitary Landfill. Landfill capacities and estimated closure dates for these landfills are shown in Table 5.19-1.

The Gold Coast Recycling and Transfer Station, located in the City, provides large-volume transfer and processing services for mixed municipal and C&D waste. The Gold Coast Recycling and Transfer Station recycles C&D material in accordance with diversion requirements (Gold Coast Recycling and Transfer Station 2023).

5.19.2 Regulatory Setting

5.19.2.1 Federal

Clean Water Act

The Clean Water Act (CWA) was first introduced in 1948 as the Water Pollution Control Act. The CWA authorizes federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. The primary goals of the CWA are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. As such, the CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA also sets forth a number of objectives in order to achieve the above-mentioned goals. These objectives include regulating pollutant and toxic pollutant discharges; providing for water quality that protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources of pollution.

Since its introduction, major amendments to the CWA have been enacted (e.g., 1961, 1966, 1970, 1972, 1977, and 1987). Amendments enacted in 1970 created the U.S. Environmental Protection Agency (EPA), while amendments enacted in 1972 deemed the discharge of pollutants into waters of the United States from any point source unlawful unless authorized by an EPA National Pollutant Discharge Elimination System (NPDES) permit. Amendments enacted in 1977 mandated development of a Best Management Practices Program at the state level and provided the Water Pollution Control Act with the common name of Clean Water Act, which is universally used today. Amendments enacted in 1987 required the EPA to create specific requirements for discharges.

In response to the 1987 amendments to the CWA and as part of Phase I of its NPDES permit program, EPA began requiring NPDES permits for: (1) municipal separate storm sewer systems (MS4s) generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs 5 acres or more of land. Phase II of EPA's NPDES permit program, which went into effect in early 2003, extended the requirements for NPDES permits to: (1) numerous small MS4s, (2) construction sites of 1 to 5 acres, and (3) industrial facilities owned or operated by small MS4s. The NPDES permit program is typically administered by individual authorized states.

In California, the NPDES stormwater permitting program is administered by the State Water Resources Control Board (SWRCB), which was created by the Legislature in 1967. The joint authority of water distribution and water quality protection allows the SWRCB to provide protection for the state's waters, through its nine Regional Water Quality Control Boards (RWQCBs). The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. The RWQCBs develop basin plans for their hydrologic areas, issue waste discharge requirements, enforce action against stormwater discharge violators, and monitor water quality.

Section 402 of the Clean Water Act (National Pollutant Discharge Elimination System)

The NPDES permit program, as authorized by Section 402 of the CWA, was established to control water pollution by regulating point sources that discharge pollutants into waters of the United States (33 USC 1342). In the state of California, EPA has authorized the SWRCB permitting authority to implement the NPDES program. Regulations (Phase II Rule) that became final on December 8, 1999, expanded the existing NPDES Program to address stormwater discharges from construction sites that disturb land equal to or greater than 1.0 acres and less than

5.0 acres (small construction activity). The regulations also require that stormwater discharges from MS4s be regulated by an NPDES General Permit for Storm Water Discharges Associated with Construction Activity, Order No. 2022-0057-DWQ (i.e., the Construction General Permit).

The Construction General Permit requires that construction sites be assigned a Risk Level of 1 (low), 2 (medium), or 3 (high), based both on the sediment transport risk at the site and the receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards
- Good site management housekeeping
- Non-stormwater management
- Erosion and sediment controls
- Run-on and runoff controls
- Inspection, maintenance, and repair
- Monitoring and reporting requirements

The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which describes best management practices (BMPs) the discharger would use to protect stormwater runoff. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Each category contains specific BMPs to achieve the goals of the overarching category. Specific BMPs may include the following:

- **Soil stabilizing BMPs:** Use of straw mulch, erosion control blankets or geotextiles, and/or wood mulching
- **Sedimentation control BMPs:** Use of storm drain inlet protection, sediment traps, gravel bag berms, and fiber rolls
- **Waste management BMPs:** Stockpile management, solid waste management, and concrete waste management
- **Good housekeeping BMPs:** Vehicle and equipment cleaning, implementing water conservation practices, and implementing rules for fueling construction vehicles and equipment

Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. On September 8, 2022, SWRCB issued a new NPDES General Permit for Storm Water Associated with Construction Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002), which became effective September 8, 2022.

In the Project area, the Construction General Permit is implemented and enforced by the Los Angeles Regional Water Quality Control Board (LARWQCB), which administers the stormwater permitting program. Dischargers are required to electronically submit a notice of intent (NOI) and permit registration documents (PRDs) in order to obtain coverage under this Construction General Permit. Dischargers are responsible for notifying the LARWQCB of violations or incidents of non-compliance, as well as for submitting annual reports identifying deficiencies of the

BMPs and how the deficiencies were corrected. The risk assessment and SWPPP must be prepared by a State Qualified SWPPP Developer and implementation of the SWPPP must be overseen by a State Qualified SWPPP Practitioner. A Legally Responsible Person, who is legally authorized to sign and certify PRDs, is responsible for obtaining coverage under the permit.

Safe Drinking Water Act

Congress passed the Safe Drinking Water Act in 1974 to protect public health by regulating the nation's public drinking water supply. The act authorizes EPA to set national health-based standards for drinking water to protect against both naturally occurring and human-made contaminants that may be found in drinking water.

Per Section 1424(e) of the Safe Drinking Water Act, EPA established the Sole Source Aquifer Program in 1977 to help prevent contamination of groundwater from federally funded projects. The Sole Source Aquifer Program allows for EPA environmental review of any project that is financially assisted by federal grants or federal loan guarantees to determine whether such projects would have the potential to contaminate a sole source aquifer. The Wellhead Protection Program was developed as a part of the Ground Water Protection Strategy for States and Tribes under the 1986 Amendments to the Safe Drinking Water Act. The Wellhead Protection Program includes delineation of Wellhead Protection Program areas, detection of possible contamination, remediation and monitoring of contamination, contamination prevention, and public education and participation. In March 2021, EPA made a determination to issue drinking water regulations for perfluorooctanoic acid (PFOA) and perfluorooctane sulfonate (PFAS) and as part of that process issued a PFAS Strategic Roadmap in October 2021. This roadmap states that EPA will issue drinking water regulations for PFAs under an accelerated time frame.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (40 CFR 268[D]), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs that include federal landfill criteria. The federal regulations address the location, operation, design, and closure of landfills, as well as groundwater monitoring requirements.

5.19.2.2 State

California Urban Water Management Plan (California Water Code Sections 10610-10656)

The California Urban Water Management Planning Act (California Water Code Division 6, Part 2.6, Sections 10610-10656) addresses several state policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires Urban Water Suppliers to develop UWMPs every 5 years to identify short-term and long-term demand management measures to meet growing water demand during normal, dry, and multiple dry years. Urban Water Suppliers are defined as water suppliers that either serve more than 3,000 customers or provide more than 3,000 AFY of water to customers.

California Safe Drinking Water Act of 1976

California enacted its own Safe Drinking Water Act in 1976. As of July 2014, the SWRCB is responsible for the administration of the California Safe Drinking Water Act. Title 22 of the California Administrative Code establishes the California Department of Public Health authority and stipulates drinking water quality and monitoring standards. These standards are equal to or more stringent than the federal standards.

Regional Water Conservation

Senate Bill (SB) X7-7, also known as the Water Conservation Act of 2009, was enacted in November 2009 and requires that all water suppliers increase water use efficiency. The main features of this legislation are divided into two sectors, Urban Water Conservation and Agricultural Water Conservation. The law requires, among other things, that the California Department of Water Resources, in consultation with other state agencies, develop a single standardized water use reporting form to be used by both urban and agricultural water agencies.

Senate Bill 610 and Senate Bill 221

SB 610 and SB 221 became effective January 1, 2002, amending Sections 10910–10915 of the California Water Code, and requiring that counties and cities consider the availability of adequate water supplies for certain new large development projects. These statutes require that cities and counties obtain from the local water supplier written verification of sufficient water supply to serve proposed large development projects in their jurisdiction. Pursuant to SB 610, the types of projects that are required to obtain Water Supply Assessments include the following:

- A proposed residential development of more than 500 dwelling units
- A proposed shopping center or business establishment of more than 500,000 square feet of floor space or employing more than 1,000 persons
- A proposed commercial office building of more than 250,000 square feet of floor space of employing more than 1,000 persons
- A proposed hotel or motel of more than 500 rooms
- A proposed industrial, manufacturing, or processing plant or industrial park of more than 40 acres of land, more than 650,000 square feet of floor areas, or employing more than 1,000 persons
- A mixed-use project that falls in one or more of the above-identified categories
- A project not falling in one of the above-identified categories but that would demand water equal to or greater than that required by a 500-dwelling unit project

The public water system's written verification of either its ability or inability to provide sufficient water supplies to meet the projected demand must be supported by "substantial evidence." The substantial evidence may include any of the following: (1) the public water system's most recently adopted UWMP; (2) a Water Supply Assessment completed pursuant to Water Code Section 10910; or (3) other information relating to the sufficiency of the water supply that contains analytical information that is substantially similar to the assessment required by Section 10635 of the Water Code (see California Government Code Section 66473.7[c]).

The Project would not be subject to SB 610 and SB 221, as it does not fit within any of the project types listed above. The Project is an industrial project located on an 8.42-acre site. It would involve construction of structures totaling approximately 20,000 square feet and a net increase of one employee. Further, the Project would not demand water equal to or greater than a 500-unit residential project. Rather, the Project would result in minimal change in existing water demand at the Project Site.

Senate Bill X7-7

SB X7-7 implements water use reduction goals to achieve a 20% statewide reduction in urban per capita water use by December 31, 2020. The bill requires each urban retail water supplier to develop urban water use targets to help meet the 20% goal by 2020 and an interim 10% goal by 2015. The bill establishes methods for urban retail

water suppliers to determine targets to help achieve reductions in water use. The retail agency may choose to comply with SB X7-7 as an individual or as a region in collaboration with other water suppliers. Under the regional compliance option, the retail water supplier must report the water use target for its individual service area.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—Assembly Bill (AB) 1739, SB 1168, and SB 1319—collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high- and medium-priority groundwater basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial (i.e., medium- to high-priority) groundwater basins in California.

For information regarding the status and designations of groundwater basins in the vicinity of the Project area, refer to Section 5.10, Hydrology and Water Quality, of this PEA.

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates natural gas utility rates and services provided by SoCalGas, among many other gas utilities. The natural gas services regulated by CPUC include in-state transportation of natural gas over the utilities' extensive transmission and distribution pipeline systems, gas storage, procurement, metering, and billing. CPUC ensures that intra-state natural gas and liquid petroleum gas pipeline systems are designed, constructed, operated, and maintained according to safety standards set by CPUC and the federal government. CPUC enforces natural gas and liquid petroleum gas safety regulations; inspects construction, operation, and maintenance activities; and makes necessary amendments to regulations to protect and promote the safety of the public, the utility employees that work on the gas pipeline systems, and the environment. State and federal regulators are tasked with ensuring that pipeline and hazardous materials operators have risk management programs in place; that those programs are designed in conformance with state and federal laws and regulations; that the programs are effective in enhancing public safety, the operator's employees' safety, and environmental safety; and that the safety of the entire system and operation continues to improve. CPUC conducts operation and maintenance compliance inspections, accident investigations, reviews utilities' reports and records, conducts construction inspections, conducts special studies, and takes action in response to complaints and inquiries from the public on issues regarding gas pipeline safety.

Assembly Bills 939 and 341: Solid Waste Reduction

The California Integrated Waste Management Act of 1989 (AB 939) was enacted as a result of a national crisis in landfill capacity, as well as a broad acceptance of the desired approach to solid waste management of reducing, reusing, and recycling. AB 939 mandated local jurisdictions to meet waste diversion goals of 25% by 1995 and 50% by 2000 and established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. AB 939 requires cities and counties to prepare, adopt, and submit to CalRecycle a source reduction and recycling element to demonstrate how the jurisdiction will meet the diversion goals. Other elements included encouraging resource conservation and considering the effects of waste

management operations. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions under California Integrated Waste Management Board regulatory oversight. Since the adoption of AB 939, landfill capacity is no longer considered a statewide crisis. AB 939 has achieved substantial progress in waste diversion, program implementation, solid waste planning, and protection of public health, safety, and the environment from landfill operations and solid waste facilities.

In 2011, AB 341 was passed, requiring CalRecycle to require that local agencies adopt strategies that will enable 75% diversion of all solid waste by 2020.

Senate Bill 1374: Construction and Demolition Waste Reduction

SB 1374 requires that annual reports submitted by local jurisdictions to CalRecycle include a summary of the progress made in diversion of C&D waste materials. In addition, SB 1374 required CalRecycle to adopt a model ordinance suitable for adoption by any local agency that requires 50% to 75% diversion of C&D waste materials from landfills. Local jurisdictions are not required to adopt their own C&D ordinances, nor are they required to adopt CalRecycle's model by default.

Assembly Bill 1327: California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, which was established in 1991, required CalRecycle to develop a model ordinance for the use of recyclable materials in development projects. Local agencies were then required to adopt the model ordinance, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects.

Assembly Bill 1826: Mandatory Commercial Organics Recycling

In October 2014, Governor Brown signed AB 1826 (Chapter 727, Statutes of 2014), requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. (Organic waste is defined as food waste, green waste, landscape, and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.) This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. This law phases in the mandatory recycling of commercial organics over time. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to recycle organic waste.

California Code of Regulations

Title 20, Division 2, Article 4, Appliance Efficiency Regulations

Title 20, Division 2, Article 4, Section 1605.3 establishes water efficiency standards (i.e., maximum flow rates, maximum gallons per flush) for all new plumbing fittings and fixtures (e.g., showerheads, sink faucets, water closets, urinals). Among the standards, the maximum flow rate for showerheads and lavatory faucets manufactured after July 1, 2018, are 1.8 gallons per minute at 80 pounds per square inch with an optional temporary flow of 2.2 gallons per minute at 60 pounds per square inch for kitchen faucets and aerators. The standard for public lavatory faucets and aerators is 0.5 gallons per minute at 60 pounds per square inch. The standard for water closets and urinals is 1.28 gallons per flush. In addition, Section 1605.3(h) establishes state efficiency standards for non-federally regulated plumbing fittings, including commercial pre-rinse spray valves.

Title 22, Division 4, Chapter 3, Water Recycling Criteria

Title 22 regulates the sources, production, and use of reclaimed water in California. In addition to defining reclaimed water uses, Title 22 also defines requirements for dual plumbed recycled water systems, indirect use for groundwater replenishment, required methods of treatment, sampling and analysis of effluent, specific design requirements for facilities, and reliability requirements for permitted uses.

Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Non-residential Buildings was established in 1978 in response to a mandate to reduce the state's energy consumption. These standards are promulgated under California Code of Regulations Title 24, Part 6 and are commonly referred to as "Title 24." The Title 24 standards are periodically updated to reflect new or improved energy efficiency technologies and methods.

Title 24, Building Standards Code, Part 11, California Green Building Standards Code

The purpose of the California Green Building Standards Code (CALGreen) is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen includes both mandatory measures as well as voluntary measures. The mandatory measures establish minimum baselines that must be met for a building to be approved. For example, per CALGreen standards, 65% of C&D waste from new construction must be diverted from landfills and either recycled or salvaged for reuse. The voluntary measures can be adopted by local jurisdictions for greater efficiency.

Section 5.408, Construction Waste Reduction, Disposal and Recycling, of CALGreen outlines three methods of compliance for the C&D diversion requirement, with the following two options being potentially applicable to the Project. First, owners/builders can comply with the C&D diversion requirement by developing and submitting a construction waste management plan to the City that identifies the C&D waste materials to be diverted from disposal by recycling, reuse on the project, or salvage. Alternately, owners/builders may use a waste management company that can provide verifiable documentation that the percentage of C&D waste material diverted from the landfill meets CALGreen's 65% requirement.

Title 24, Building Standards Code, Part 5, California Plumbing Code

The 2019 California Plumbing Code sets forth safety requirements and regulations for plumbing systems, including but not limited to plumbing fixtures and fittings, water heaters, water supply and distribution systems, sanitary drainage, indirect wastes (e.g., food preparation), vents, traps and interceptors, storm drainage, fuel gas piping, health care facilities, firestop protection, alternative water sources for non-potable applications, and non-potable rainwater catchment systems. It also sets forth efficiency standards (i.e., maximum flow rates) for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets.

Title 27, Environmental Protection, Division 2, Solid Waste

Title 27 sets forth regulatory standards promulgated by CalRecycle that apply to all disposal sites and governs the handling and disposal of solid waste and operation of landfills, transfer stations, and recycling facilities.

Executive Order B-29-15

Executive Order B-29-15 was issued on April 1, 2015, and directed SWRCB to impose restrictions to achieve a statewide 25% reduction in potable urban water usage. In response, the California Energy Commission approved standards that require water appliances to consume less water, including the following:

- Toilets and urinals, except those designed for prisons or mental health facilities. Toilets shall not consume more than 1.28 gallons per flush and shall have a waste extraction score of no fewer than 350 grams. Urinals shall not consume more than 0.125 gallons per flush.
- Residential lavatory faucets shall not exceed 1.2 gallons per minute flow rate.
- Kitchen faucets shall not exceed 1.8 gallons per minute flow rate and may have capability to increase to 2.2 gallons per minute momentarily for filling pots and pans.
- Public lavatory faucets shall not exceed 0.5 gallon per minute flow rate.

In response to the statewide conservation mandates, Californians reduced water use by 23.9% between June 2015 and March 2016, compared with the same months in 2013.

5.19.2.3 Regional

Casitas Municipal Water District

CMWD provides wholesale and retail water service to western Ventura County. The City of Ventura is one of CMWD's wholesale customers. CMWD has several plans and programs in place that guide and regulate its water service, including a Water Efficiency Allocation Program and a UWMP, described below.

Water Efficiency Allocation Program

CMWD customers (including the City) have assigned water allocations. The district manages customer demand through its Water Efficiency Allocation Program (Allocation Program), which includes conservation targets based on the level of Lake Casitas. The Allocation Program describes the water demand reduction strategies and measures to address water shortage conditions, promote water conservation and the efficient use of water, and the application of a penalty to customers who exceed allocations. The Allocation Program was originally developed in response to the 1987–1991 drought period and is updated and modified as needed. CMWD prepares an annual Water Supply Assessment each April and provides a summary of the previous fiscal year's weather conditions, water resources, and water demand. The CMWD Board of Directors may take action to implement various stages of the Allocation Program in response to these factors (CMWD 2021).

CMWD is currently in Stage 3 of the Allocation Program, with mandated 30% conservation. Stage 3 drought conditions involve a number of demand measures, including a 10% reduction in all customers' allocations, irrigation restrictions, and prohibition of irrigation runoff from properties or onto hard surfaces (CMWD 2021, 2023).

Urban Water Management Plan

CMWD's 2020 UWMP describes the district's current and projected water supply and demand, as well as plans for water service reliability and strategies for managing risks. The UWMP demonstrates suffiicent water supplies through horizon year 2040 under normal conditions, single dry year conditions, and multiple dry year conditions for

the district's wholesale and retail customers. The UWMP also outlines the district's Water Shortage Contingency Plan, which provides guidance for actions in response to water shortages (CMWD 2021).

Ventura County Technical Guidance Manual for Stormwater Quality Measures

The Ventura County Technical Guidance Manual for Stormwater Quality Measures provides guidance for the implementation of stormwater management control measures in new development and redevelopment projects in the County of Ventura and the incorporated cities therein. These guidelines are intended to improve water quality and mitigate potential water quality impacts. These guidelines have been developed to meet the Planning and Land Development requirements contained in Part 4, Section E of the LARWQCB MS4 permit (Order R42010-0108) for new development and redevelopment projects.

5.19.2.4 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. General Order 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.19.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2, Introduction, lists the local authorizations that may be required for Project construction and operation.

City of Ventura Water Conservation Ordinance

The City's Water Conservation Ordinance (Section 22.170.010 of the City's Municipal Code) prohibits water waste in the City. Specifically, this ordinance prohibits the following: irrigation in a manner or to an extent which allows water to run to waste; leaks that are not resolved within 48 hours of discovery; use of handheld hoses without a shutoff nozzle; and indiscriminate running of water or washing with water not otherwise prohibited which is wasteful and without reasonable purpose, among other prohibitions.

City of Ventura Construction and Demolition Debris Program

The City of Ventura Environmental Sustainability division manages the City's Construction and Demolition Debris Program, with the goal of diverting as much landfill-bound waste as possible and protecting the local environment from harmful pollutants. All new residential, commercial, and mixed-use construction projects in the City are required to divert a minimum of 65% of C&D waste from landfill disposal. To ensure that all projects in the City are compliant, building permit applicants must submit a Form 1: Waste Management Plan for approval before receiving a permit and a Form 2: Final Report at the time of Final Inspection of their project. The Waste Management Plan must describe how the applicant plans to manage C&D waste. The Final Report must provide the documentation to show that the applicant carried out their plan as described and achieved the required diversion rate for the project.

Ventura Water Urban Water Management Plan

Ventura Water's 2020 UWMP describes Ventura Water's current and projected water supply and demand, as well as plans for water service reliability and strategies for managing risks. The UWMP demonstrates suffiicent water

supplies through horizon year 2045 under normal conditions, single dry year conditions, and multiple dry year conditions for Ventura Water's service area. The UWMP also outlines Ventura Water's Water Shortage Contingency Plan, which provides guidance for actions in response to water shortages (Ventura Water 2021).

Wastewater System Master Plan

The City has developed a Wastewater Master Plan to identify current and estimated future wastewater infrastructure needs for the collection and treatment of its wastewater. The 2010 Wastewater Master Plan addresses the City's infrastructure needs to support the community through ultimate buildout (City of Ventura 2010).

City of Ventura General Plan

City policies pertaining to utilities and service systems are included in Section 5, Our Sustainable Infrastructure, of the 2005 Ventura General Plan (City of Ventura 2005b).

Most of the policies and actions listed below are not generally applicable to the Project and instead dictate actions to be taken or initiated by the City. Nevertheless, these policies and actions encourage sustainable use of resources for the Project and other development in the City and serve to improve the services and facilities within the vicinity of the Project Site.

The General Plan was adopted in 2005; as such, some of the actions and policies below may have already been implemented or are undergoing implementation.

Policy 5A: Follow an approach that contributes to resource conservation.

Action 5.1: Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available.

Action 5.2: Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible.

Action 5.3: Demonstrate low water use techniques at community gardens and city-owned facilities.

Action 5.4: Update the Urban Water Management plan as necessary in compliance with the State 1983 Urban Water Management Planning Act.

Action 5.5: Provide incentives for new residences and businesses to incorporate recycling and waste diversion practices, pursuant to guidelines provided by the Environmental Services Office.

Policy 5B: Improve services in ways that respect and even benefit the environment.

Action 5.6: Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.

Action 5.7: Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development.

Action 5.8: Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

Action 5.9: Update development fee and assessment district requirements as appropriate to cover the true costs associated with development.

Action 5.10: Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options.

Action 5.11: Increase emergency water supply capacity through cooperative tie-ins with neighboring suppliers.

Action 5.12: Apply new technologies to increase the efficiency of the wastewater treatment system.

Action 5.13: Increase frequency of city street sweeping, and post schedules at key points within each neighborhood.

Action 5.14: Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City.

Action 5.15: Establish assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist.

Action 5.16: Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.

Action 5.17: Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara Rivers and other watercourses.

Action 5.18: Work with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, and/or develop alternative means of disposal that will provide sufficient capacity for solid waste generated in the City.

5.19.3 Impact Questions

The Project's potential impacts on utilities and service systems were evaluated using the impact questions set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines and the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.19-4 and discussed in more detail in Section 5.19.4, Impact Analysis.

Table 5.19-4. Checklist for Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
CEQA Impact Questions				
UTILITIES AND SERVICE SYSTEMS – Would the project:				
5.19a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
5.19b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
5.19c) Result in a determination by the waste water 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?	☐	☐	☒	☐
5.19d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
5.19e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
CPUC Impact Questions				
5.19f) Would the project increase the rate of corrosion of adjacent utility lines as a result of alternating current impacts?	☐	☐	☒	☐

5.19.4 Impact Analysis

Methodology and Assumptions

Utilities and service systems data was obtained from searches of local government websites and other local service informational resources, including the City's General Plan, General Plan EIR, and the local water suppliers' UWMPs. The review also included Google Earth maps (aerial imagery dated June 2022, street view imagery dated April 2019), aerial photographs of the Project Site and vicinity, geographic information system data, and online

maps. Anticipated construction schedules, temporary (construction) impact areas, and permanent (operation and maintenance) impact areas were reviewed. Additionally, information regarding proposed utility improvements, existing utility demand, and proposed utility demand was analyzed.

It is assumed that the existing utility tie-ins for city water, fire water, and sanitary and stormwater systems should be sufficient to accommodate the Project Site for future usage, and therefore, all tie-ins would be executed within the Project Site (as opposed to in the public right-of-way). The utility usage data presented in this section would be verified and finalized during detailed engineering, and a detailed analysis of the existing infrastructure would be executed to verify this assumption. This analysis would consider both the hydraulic and mechanical condition of the existing infrastructure.

5.19a) Would the project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-Than-Significant Impact. The Project consists of the modernization of the existing Ventura Compressor Station. As further detailed in the subsections below, on-site improvements for other utilities, such as on-site water pipelines, sewer pipelines, electrical lines and infrastructure, and stormwater drainage infrastructure would be completed as part of the Project. All utility improvements would occur within the Project Site boundaries and are considered part of the Project description and scope, as defined in Chapter 3 of this PEA. As such, impacts would be less than significant. The on-site improvements required for each utility are described in further detail below.

Water Conveyance and Treatment

As described in Section 5.19.1.1, the Project Site is served by a distribution main running along North Olive Street. The Project Site has existing tie-ins for fire water and domestic water connected to this City water line, and water lines exist within the Project Site that deliver water to on-site buildings. As part of the Project, new fire water lines would be installed that would extend into the Project Site in an east–west orientation from a proposed tie-in along North Olive Street (see Figure 5.19-1). The line extending from the tie-in would be 8 inches in diameter. From this 8-inch-diameter line, two smaller lines (both 6 inches in diameter) would branch off to provide service at the new warehouse building and the new compressor building. The eastern portion of the existing domestic water line described in Section 5.19.1.2, Utility Lines, would be protected in place, while the western portion (farthest from North Olive Street) would be removed. Although the tie-in point for this line along North Olive Street would remain in the same location as the existing tie-in, some modifications to the tie-in would be required. Two new 1.5-inch-diameter domestic water lines would be installed, connecting to the existing portion of the line and branching off to deliver water to the new office building and the new warehouse building. The proposed water lines and the existing line to be protected in place are shown in Figure 5.19-1. Although new water lines would be installed as part of the Project, these activities would be limited to the Project Site.

The Project would result in minimal changes in water demand at the site, as further discussed in Section 5.19b. The Project would not require expansions in the City's water lines that distribute water to the Project Site, nor would it require any expansions in the City's water treatment facilities to meet increased demand. Construction of water infrastructure for the Project would thus be limited to the Project Site and would occur during the Project's construction phase. Therefore, the Project's water conveyance and treatment impacts would be less than significant.

Wastewater Conveyance and Treatment

As described in Section 5.19.1.1, the Project Site is served by a 12- to 18-inch-diameter sewer trunk main that extends along North Olive Street. This trunk main flows into a larger 21- to 30-inch-diameter trunk main farther south along North Olive Street (City of Ventura 2005a). A tie-in currently connects wastewater flow from the Project Site to the City trunk main in North Olive Street. As part of the Project, the existing sanitary sewer line would be removed and a new 4-inch-diameter sanitary sewer line would be installed from the location of the existing tie-in along North Olive Street to the new office building. As with the domestic water line, the tie-in location would remain unchanged relative to existing conditions, but some modifications to the tie-in itself would be required. Although a new wastewater line would be installed as part of the Project and modifications to the City tie-in would be required, these activities would be limited to the Project Site.

The Project would result in little change in wastewater generation at the site. Typical wastewater generation at the facility is 2,460 gallons per month. Under Project conditions, the Project Site is estimated to generate approximately 3,280 gallons of wastewater per month, equating to a net increase of 820 gallons per month, or approximately 27 gallons per day. The Project would not require expansions in the City's sewer lines or other off-site improvements, nor would it require any expansions in the City's wastewater treatment facility to meet any demand increases, as further described in Section 5.19c. Construction of wastewater infrastructure for the Project would thus be limited to the Project Site and would occur during the Project's construction phase. Therefore, the Project's wastewater conveyance and treatment impacts would be less than significant.

Stormwater Drainage

As described in Section 5.19.1.1, stormwater service is provided to the Project Site via the City's stormwater system. An existing stormwater system line serves the Project Site. As part of the Project, on-site stormwater infrastructure improvements are proposed, consisting of a stormwater detention and filtration system. Stormwater at the site would be diverted to catch basins, which would be connected to an underground stormwater pipe system that ultimately would drain into a proposed detention basin at the southeastern corner of the Project Site. Stormwater would then be pumped through a mechanical water infiltration/treatment system before flowing into the existing City stormwater system at the southeastern corner of the Project Site. Refer to Section 5.10 and the Project-Specific Hydrology Drainage Report (Appendix L) of this PEA for further details regarding the design of the on-site stormwater infrastructure. The existing 28-inch-diameter stormwater pipe in the southeastern corner of the Project Site, which connects to the City stormwater system, would be protected in place. The infiltration/treatment system would be connected to this existing pipe. Although new stormwater infrastructure would be installed as part of the Project, these activities would be limited to the Project Site.

As discussed in Section 5.10 of this PEA, post-construction runoff rates are anticipated to be less than existing runoff rates due to installation of the new stormwater infrastructure described above. Flows from the Project Site into the City's existing stormwater system within North Olive Street would likely be reduced under the Project's operational conditions. As such, the Project would not require new or expanded off-site stormwater infrastructure to meet increased demand because demand on this infrastructure is anticipated to be reduced. Construction of new stormwater infrastructure for the Project would thus be limited to the Project Site and would occur during the Project's construction phase. As such, the Project's stormwater infrastructure impacts would be less than significant.

Electricity

As described in Section 5.19.1.1, electrical service is brought to the Project Site by SCE via existing distribution lines along North Olive Street. As shown in Table 5.6-3, Baseline Annual Average Operational Natural Gas and Electricity Usage, under existing conditions, the compressor plant utility and auxiliaries uses, temporary office, and temporary warehouse require approximately 549 megawatt-hours per year (MWh/yr). As shown in Table 5.6-5, Projected Project Annual Operational Electric Power Usage, under Project conditions, the compressor plant and auxiliaries would require 6,454 MWh/yr and the new electric compressors would require approximately 12,218 MWh/yr, which would represent an increase relative to current demand. This increase in electrical power demand would require distribution-level service of 16 kilovolts (an increase over the existing 480 volts), which would be supplied by SCE. On-site electrical infrastructure improvements would be required to provide this increased supply. Specifically, SCE would supply one gas switch and vacuum fault interrupter along with two 4,160-volt transformers that would power the two proposed electric motor-driven compressors (electric compressors; see Section 3.2.2 of this PEA for details). The upgraded electrical service would be tied to the existing distribution infrastructure along North Olive Street, and two existing on-site wooden electric utility poles would be replaced with two new poles. No off-site electrical upgrades would be required. Construction of new electrical infrastructure for the Project would thus be limited to the Project Site and would occur during the Project's construction phase. Therefore, the Project's electrical infrastructure impacts would be less than significant.

Natural Gas

As described above, the Project would entail modernization of an existing natural-gas-powered facility (the Ventura Compressor Station). The Project analyzed throughout this PEA includes natural gas infrastructure improvements within the Project Site. However, facility operations would also have demand for natural gas to power both existing and proposed equipment. Under current conditions, the Project site supports three natural gas engines that power three natural gas compressors. As shown in Table 5.6-3, the existing natural gas compressors require 89.6 million cubic feet per year (MMscf/yr) of natural gas for operations. Additionally, the temporary office and warehouse structures require an average of 60 therms of natural gas per month. As shown in Table 5.6-4, Projected Project Annual Average Operational Natural Gas Consumption, under Project conditions, the three natural gas compressors would be replaced with two new natural gas compressors and two new electric compressors. As such, fewer natural gas compressors would be operating on site relative to current conditions, and the natural gas demand of the compressors would decrease to either 33.3 MMcf/yr (for Case 1) or 58.3 MMcf/yr (for Case 2), depending on the ultimate design of the electric compressors. Case 1 would include two 2,500 HP electric compressors and Case 2 would include two 2,000 HP electric compressors. This would result in a net decrease of 56.3 MMcf/yr (Case 1) or 31.1 MMscf (Case 2) of natural gas. The office/warehouse demand would increase to an average of 100 therms of natural gas per month, resulting in a net increase of 40 therms of natural gas per month for the purpose of office/warehouse operations. However, the net decrease in demand of the compressors would more than outpace the net increase in demand of the office/warehouse uses, such that the total natural gas demand of the facility would decrease.[1] SoCalGas would supply the necessary natural gas to run the new compressors via its own gas supplies, and there is adequate supply to meet the

[1] One therm of natural gas is equivalent to 100 cubic feet (cf) of natural gas (Berkeley Lab 2017). The Project's net increase in office/warehouse use of natural gas (40 therms per month) equates to 480 therms per year, which equates to 48,000 cf per year. The Project's net decrease in natural gas use for the compressors (32 MMscf) is equivalent to 32,000,000 cf per year. As such, even with the net increase in natural gas use associated with the proposed office/warehouse component, the Project as a whole would result in a net decrease of 31,952,000 cf per year in natural gas use during facility operations.

proposed demand. New natural gas lines would be required within the existing Project Site for the compressor station modernization. These new lines are described in Section 3.3.4 of this PEA. As described therein, some of these new lines would be above grade and others would be below grade. Some existing gas pipelines may be decommissioned once the existing facility is taken offline. All activities would take place within the Project Site, and no off-site improvements to natural gas infrastructure would be required. The Project's natural gas infrastructure impacts would be less than significant.

Telecommunications

As described in Sections 5.19.1.1 and 5.19.1.2, the Project Site is served by a fiber-optic cable under existing conditions. This cable extends underground from North Olive Street. SoCalGas does not anticipate that demand for telecommunications services would increase due to the Project. However, if additional bandwidth to the Project Site is required for the proposed facilities, the same belowground conduit would continue to be used. New fiber may be required within the facility to connect proposed equipment to the appropriate servers. Additionally, new fiber lines from the proposed Power Distribution Center building would run underground to the existing communications building (to remain). New fiber-optic cables would be installed a minimum of 4 feet below grade with 2- to 4-inch polyvinyl chloride (PVC) electrical conduit. Internet service would continue to be provided via AT&T, consistent with existing conditions. Some existing cables and telecommunications devices may be dismantled and removed when the existing facility is decommissioned. All telecommunications upgrades would occur within the Project Site itself, and no off-site infrastructure improvements would be required. For all the foregoing reasons, the Project's telecommunications infrastructure impacts would be less than significant.

Utility Relocations

As shown in Figure 5.19-1, utility lines are present within the Project Site under existing conditions. Some of these lines would be protected in place during construction, including the existing 16-inch-diameter gas line that extends northeast–southwest through the Project Site, as well as a portion of the existing domestic water line. The Project has been designed to avoid as much of the existing infrastructure (especially those that would remain in service post-Project) as practicable; however, some relocations may be required within the property boundaries based on final engineering plans for the site. In the event that any such relocations are required, they would occur within the Project Site and would be reviewed with the applicable utility provider. Specifically, through implementation of CPUC Recommended Environmental Measure CPUC-USS-1, SoCalGas would notify all utility companies with utilities within the Project Site and underground utilities would be marked at least 14 days prior to construction (refer to Section 5.19.7.1 for the full text of CPUC-USS-1). Subsurface work would be conducted in a manner that avoids conflicts with existing buried utilities and that provides adequate operational and safety buffering. Therefore, impacts would be less than significant.

5.19b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Construction

Less-Than-Significant Impact. Water use at the Project Site may temporarily increase during construction. Additional water would be required for a variety of construction-related purposes, including dust suppression. On-site grading and earthmoving activities are expected to be minimal during

construction because the site is already developed as an existing compressor station. Daily water use at the Project Site during construction would generally be supplied via the existing on-site water sources. Water sources would include the existing City water service within the facility, the fire hydrant located within the compressor station, and if needed, water trucked from the local City fire hydrants. Impacts would be less than significant.

Operations

Less-Than-Significant Impact. Water use during operations is anticipated to be approximately 45,000 gallons per month (or 1.66 AFY), which represents a slight increase in water demand at the site relative to existing conditions. Existing water demand is approximately 43,000 gallons per month, or 1.58 AFY. This change in water demand would result in a yearly increase of approximately 0.08 AFY over existing water demand at the site.

As described in Section 5.19.1, the Project Site is served by Ventura Water. Ventura Water purchases some of its water supply from CMWD, and the Project Site is within the portion of the City that is within CMWD's service area boundaries. The primary water source for water supplied to the Project Site is expected to be surface water from Lake Casitas. Ventura Water and CMWD also provide water from local groundwater sources and have plans to establish connections with the State Water Project in the future. Additionally, Ventura Water has a planned wastewater reuse facility, VenturaWaterPure, which is expected to begin contributing potable water to Ventura Water's supply in approximately 2030. As such, water supplied to the Project Site is anticipated to primarily consist of surface water from Lake Casitas but may also be sourced from local groundwater, as well as from the State Water Project and the VenturaWaterPure facility.

As described in Sections 5.19.1 and 5.19.2, Ventura Water and CMWD have UWMPs that show adequate water supplies to meet demand for approximately the next 20 years, including during a multiple dry year scenario. Future UWMPs will be required to continue demonstrating adequate water supplies beyond the next 20 years, including during multiple dry year scenarios. UWMPs take into account existing development and its water demand, as well as future projections for new development and population growth. No substantial changes in water use are proposed for the Project Site, as described above. The Project would not substantially increase water demand and would not be subject to state requirements to prepare a Water Supply Assessment under California Water Code Section 10912.

Table 5.19-3 shows the projected water supply and demand for the Ventura Water service area through 2045. As shown, even during multiple dry years, Ventura Water expects to have more supply than demand, with surpluses of at least several thousand acre-feet. As such, the Project's net increase in water demand of 0.08 AFY would be well accommodated by the water surpluses anticipated for the Ventura Water service area. As such, sufficient water supplies for the Project as well as reasonably foreseeable development have been demonstrated to be available, including during a multiple dry year scenario. Impacts related to water supply would be less than significant.

5.19c) Would the project result in a determination by the waste water 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?

Less-Than-Significant Impact. Wastewater from the Project Site is anticipated to be treated at the Ventura Water Reclamation Facility. As described in Section 5.19.1.1, this facility treats 8 million to 9 million

gallons of wastewater per day and was originally designed with a capacity of 14 million gallons per day. As such, the facility has a remaining capacity of approximately 5 million gallons per day. As described in Section 5.19a, the Project would result in a net increase in 27 gallons per day of wastewater, which is 0.00054% of the remaining capacity of the Ventura Water Reclamation Facility. As such, the increase in wastewater generation attributable to the Project would be accommodated within the existing treatment capacity of the Ventura Water Reclamation Facility and would represent a negligible percentage of the facility's remaining capacity. Therefore, the Project would not require the construction of additional wastewater treatment infrastructure and impacts would be less than significant.

5.19d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Construction

Less-Than-Significant Impact. Project construction may result in a temporary increase in the volume of solid waste produced from the Project Site relative to existing conditions and may also temporarily introduce different types of solid waste to the Project Site's waste stream. Construction activities would result in the generation of solid waste such as scrap lumber and metals, concrete, residual wastes, packing materials, plastics, and soils.

Table 5.19-5 provides a preliminary estimate of the types of construction waste, the estimated volumes and respective disposal methods.

Table 5.19-5. Project Construction Waste Estimates

Waste Type	Project Phase	Description of Waste	Estimated Total (Pounds)	Disposal Method
Solid	Construction	Human waste/ refuse	12,000	Portable toilet service disposal
Solid	Construction	Post-consumer food waste	300	Landfill
Solid	Construction	Asphalt (Demo)	4,650,000	Landfill
Solid	Construction	Concrete (Demo)	440,000	Landfill
Solid	Construction	Building materials (wood, lumber)	90,000	Landfill
Solid	Construction	Scrap metals (pipe, steel, hardware)	80,000	Metal Recycling
Solid	Construction	Plastics (packaging/ containers)	30,000	Recycling and landfill
Solid	Construction	Oily rags and/or absorbents	350	Hazardous waste facility
Solid	Construction	Excavated soils/ boulders	40,430,000	Landfill
Solid	Construction	Spent sand blasting media	—	Landfill
Solid	Construction	Concrete (washout)	150,000	Landfill
Liquid	Construction	Paints	100	Hazardous waste facility
Liquid	Construction	Solvents	35	Hazardous waste facility
Liquid	Construction	Lubricating oils	70	Hazardous waste facility

Table 5.19-5. Project Construction Waste Estimates

Waste Type	Project Phase	Description of Waste	Estimated Total (Pounds)	Disposal Method
Liquid	Construction	Water	300,000	Drain on site
Liquid	Construction	Natural gas	—	To atmosphere
Liquid	Construction	Nitrogen	250	To atmosphere
Hazardous Materials	Construction	Asbestos containing material	—	None for new construction
Hazardous Materials	Construction	Lead containing material	—	None for new construction

As discussed in Section 5.19.2, 65% of all C&D materials are required to be recycled, pursuant to CALGreen. Compliance with this requirement would reduce the effect of the proposed construction activities on regional landfills. The remaining 35% of C&D material that is not recycled would be either disposed of within a landfill or voluntarily recycled at a solid waste facility with available capacity. As shown in Table 5.19-1, there are several landfills serving the City that accept C&D waste, as well as other types of wastes that could be generated during construction, such as inert wastes (namely, Toland Road Landfill, Simi Valley Landfill and Recycling Center, Azusa Land Reclamation Company Landfill, and Chiquita Canyon Sanitary Landfill). These landfills have remaining capacities ranging from approximately 16 million cubic yards to approximately 83 million cubic yards and have anticipated closure dates ranging from 2033 through 2063. It is anticipated that C&D wastes generated during Project construction would be adequately accommodated by the existing landfills in the area. Any hazardous wastes that are generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws. Proposed improvements to on-site electrical infrastructure may require disposal of a minimal number of existing wooden poles. The poles would be disposed of at a landfill approved to accept treated wood, if reuse is not possible. Simi Valley Landfill and Recycling Center, Chiquita Canyon Landfill, and Toland Road Landfill are all authorized to accept treated wood waste (SWRCB 2023). Because of the temporary nature of construction and required compliance with recycling mandates, construction would not generate waste in excess of standards or in excess of the capacity of local infrastructure and would not otherwise impair the attainment of solid waste reduction goals. Construction impacts would be less than significant.

Operation

Less-Than-Significant Impact. Operation of the Project is not anticipated to represent an increase in intensity of uses on the Project Site. Specifically, the Project would not result in a substantial net increase in the number of daily employees at the site. As such, Project operations are not anticipated to result in an appreciable increase in solid waste generation relative to baseline conditions. Table 5.19-6 provides a preliminary estimate of the types of operation waste, the estimated volumes, and respective disposal methods.

Table 5.19-6. Project Operation Waste Estimates

Waste Type	Project Phase	Description of Waste	Estimated Total (Pounds)	Disposal Method
Solid	Plant operation	Plastics (packaging/ containers)	10 pounds per month	Recycling and landfill

Table 5.19-6. Project Operation Waste Estimates

Waste Type	Project Phase	Description of Waste	Estimated Total (Pounds)	Disposal Method
Liquid	Plant operation	Oily rags and/or absorbents	10 pounds per month	Hazardous waste facility
Liquid	Plant operation	Solvents	10 pounds per month	Hazardous waste facility
Liquid	Plant operation	Lubricating oils	100 gallons per month	Hazardous waste facility
Liquid	Plant operation	Industrial water	700 gallons per month	Hazardous waste facility

AB 939 requires diversion of at least 50% of solid waste from landfills, and AB 341 requires diversion of 75% of solid waste from landfills by 2020. As such, it is expected that a substantial portion of the waste generated during operation of the Project would be recycled. Compliance with AB 939, AB 341, and other applicable solid waste diversion laws is generally the responsibility of the City and its waste hauler (Harrison). As such, the Project would not impair the attainment of any such solid waste reduction goals.

As shown in Table 5.19-1, there are several landfills serving the City that accept wastes that could be generated during operations, such as inert wastes, industrial wastes, and mixed municipal wastes (namely, Toland Road Landfill, Simi Valley Landfill and Recycling Center, Azusa Land Reclamation Company Landfill, and Chiquita Canyon Sanitary Landfill). These landfills have remaining capacities ranging from 16 million cubic yards to 83 million cubic yards and have anticipated closure dates ranging from 2033 through 2063. As such, it is anticipated that wastes generated during Project operation would be adequately accommodated by the existing landfills in the area. Any hazardous wastes that are generated during operational activities would be managed and disposed of in compliance with all applicable federal, state, and local laws. Operational impacts would be less than significant.

5.19e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The Project would be required to comply with all applicable regulations related to solid waste. As described above, CALGreen requires 65% of C&D waste to be recycled. Any hazardous wastes that are generated during construction or operational activities would be managed and disposed of in compliance with all applicable federal, state, and local laws.

In addition to requirements for recycling C&D waste, the state set a goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill and AB 1826 requires mandatory organics recycling. Waste generated by the Project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 341 or AB 1826 requirements because the Project's waste generation would represent a nominal percentage of the waste created within the City and would not substantially change relative to existing conditions at the site. Furthermore, compliance with AB 341, AB 1826, and other applicable solid waste diversion laws is generally the responsibility of the City and its waste hauler (Harrison).

Waste diversion and reduction during Project construction and operations would be completed in accordance with CALGreen and CalRecycle standards. As a result, the Project would comply with applicable management and reduction statutes and regulations related to solid waste. No impacts would occur.

5.19f) Would the project increase the rate of corrosion of adjacent utility lines as a result of alternating current impacts?

Less-Than-Significant Impact. As described in Section 5.19a, installation of new utility lines would be limited to the Project Site itself. New utility lines installed within the Project Site would consist of natural gas pipelines, domestic water pipelines, fire water pipelines, stormwater drainage pipelines, electrical lines, sewer lines, and telecommunication lines. No high-voltage electrical transmission lines would be installed as part of the Project. Additionally, the new utility lines would be situated within an existing natural gas compressor station and would not cross or be situated parallel to any high-voltage transmission lines and/or railway crossings—the presence of these features near buried pipelines can accelerate the rate of alternating current corrosion. Furthermore, corrosion protection measures, such as cathodic protection, pipeline coating, and annual reads on corrosion potentials, would be implemented on all new pipelines as needed and would prevent corrosion to the extent practicable. For these reasons, the Project is not anticipated to increase the rate of corrosion of adjacent utility lines due to alternating current impacts, and impacts would be less than significant.

5.19.5 Mitigation Measures

No impacts or less-than-significant impacts would occur from implementation of the Project; therefore, no mitigation measures are required for the Project.

5.19.6 Level of Significance Summary

The Project would have less-than-significant impacts related to the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

The Project would have less-than-significant impacts related to sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.

The Project would have less-than-significant impacts related to 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.

The Project would have less-than-significant impacts related to the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

The Project would have no impacts related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

The Project would have less-than-significant impacts related to an increase the rate of corrosion of adjacent utility lines as a result of alternating current impacts.

5.19.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the following avoidance and minimization measures as part of its efforts toward compliance with applicable rules and regulations.

5.19.7.1 CPUC Recommended Environmental Measures

CPUC-USS-1 Notify Utilities with Facilities Above and Below Ground. SoCalGas shall notify all utility companies with utilities located within or crossing the Project right-of-way to locate and mark existing underground utilities along the entire length of the Project at least 14 days prior to construction. No subsurface work shall be conducted that would conflict with (i.e., directly impact or compromise the integrity of) a buried utility. In the event of a conflict, areas of subsurface excavation or pole installation shall be realigned vertically and/or horizontally, as appropriate, to avoid other utilities and provide adequate operational and safety buffering. In instances where separation between third-party utilities and underground excavations is less than 5 feet, SoCalGas shall submit the intended construction methodology to the owner of the third-party utility for review and approval at least 30 days prior to construction. Construction methods shall be adjusted as necessary to ensure that the integrity of existing utility lines is not compromised.

5.19.7.2 Project Best Management Practices

There are no best management practices applicable to utilities and service systems that would be implemented by SoCalGas.

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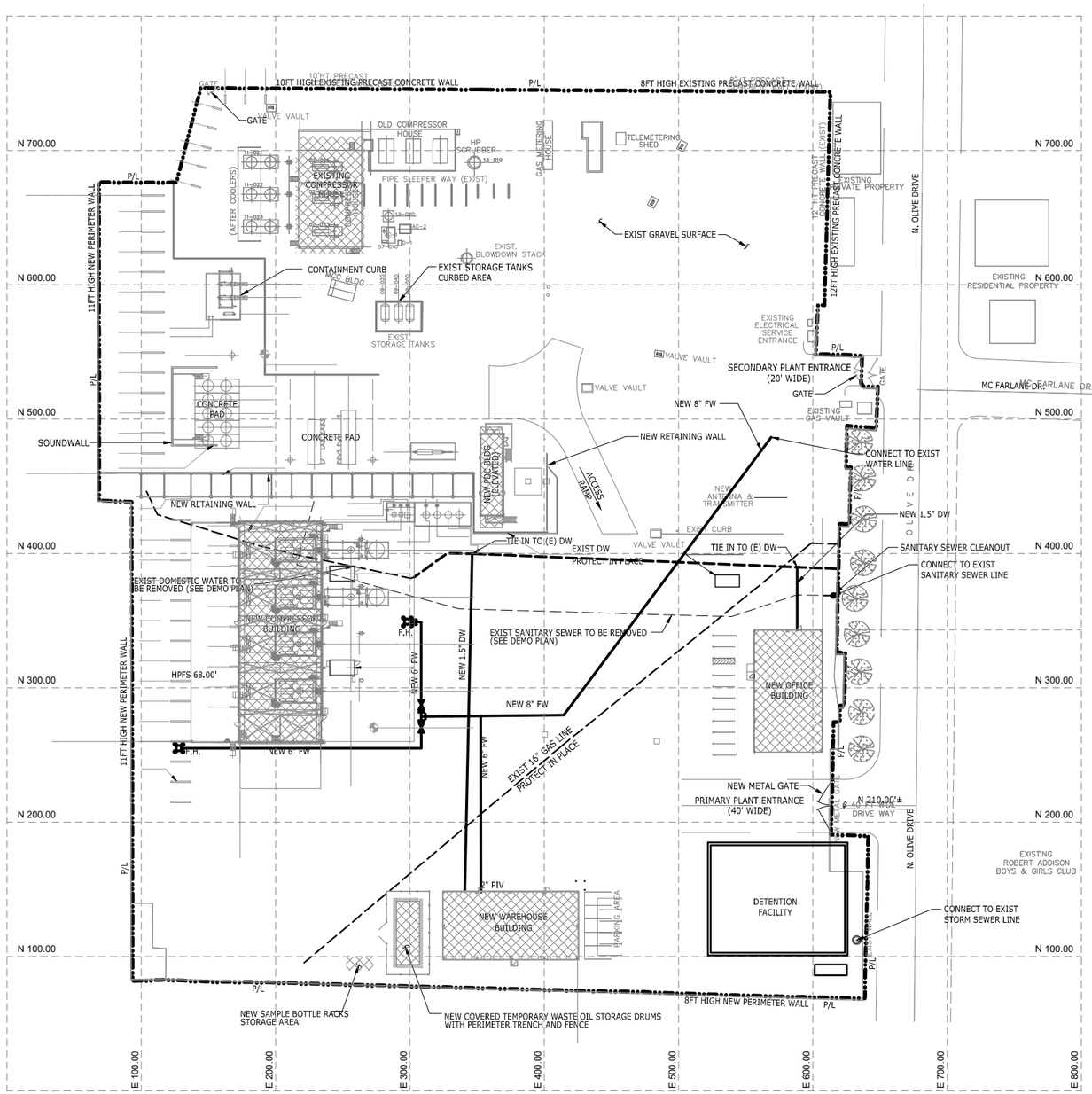

0' 10' 20' 40' 60' 80' 100'

SCALE: 1"=50'-0"

BILL OF MATERIAL

QUANTITY	UNIT	DESCRIPTION
		FIRE WATER SYSTEM
415	LF	6" PIPE
350	LF	8" PIPE
2	EA	90° - ELBOW
1	EA	TIE-IN CONNECTION TO EXISTING SYSTEM
1	EA	BACKFLOW PREVENTION
2	EA	FIRE HYDRANTS
8	EA	GUARD POSTS
2	EA	8"-4" TEE CONNECTION
1	EA	8"-2" TEE CONNECTION
2	EA	2" PIV
		DOMESTIC WATER SYSTEM
270	LF	1.5" PIPE
1	EA	90° - ELBOW
2	EA	TIE-IN CONNECTION TO EXISTING SYSTEM
		SANITARY SEWER SYSTEM
20	LF	4" PIPE
1	EA	CLEAN OUT
1	EA	TIE-IN CONNECTION TO EXISTING SYSTEM

NOTE: ALL QUANTITIES ARE NET AND FOR INFORMATION ONLY, EPC CONTRACTOR RESPONSIBLE FOR THEIR OWN QUANTITIES.

LEGEND:

CO	CLEANOUT
P/L	PROPERTY LINE
	RETAINING WALL
	BUILDINGS
	VALVES
	HYDRANT & GUARD POSTS
FW	FIRE WATER
DW	DOMESTIC WATER
SS	SANITARY SEWER

PRELIMINARY

SOURCE: FLUOR 2023

FIGURE 5.19-1

Existing and Proposed Utility Lines

Ventura Compressor Station Modernization Project

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5.20 Wildfire

This section describes existing conditions and potential impacts on wildfire as a result of construction, operation, and maintenance of the proposed Ventura Compressor Modernization Project (Project). Information contained in this section is based on publicly available information from the City of Ventura (City) California Department of Forestry and Fire Protection (CAL FIRE), California Public Utilities Commission (CPUC), LANDFIRE database,[1] University of Wisconsin–Madison Department of Forest and Wildfire Ecology, and Casitas Remote Automated Weather Station (RAWS; Station ID 045308), as well as the following:

- Appendix H, Preliminary Construction Fire Prevention Plan (CFPP)

Other sources consulted are listed in Chapter 9, References, of this Proponent's Environmental Analysis (PEA).

5.20.1 Environmental Setting

5.20.1.1 High Fire Risk Areas and State Responsibility Areas

State Responsibility Areas and Fire Hazard Severity Zones

CAL FIRE is responsible for mapping fire hazard severity zones (FHSZs) within the state.[2] The FHSZ classifications are based on "a combination of how fire will behave and the probability of flames and embers threatening buildings" (OSFM 2022).[3] The model places an emphasis on the spread of burning embers, as these embers can travel long distances in the wind and can ignite surrounding vegetation and infrastructure (OSFM 2022). A region is divided into discrete areas, which vary in size based on such factors as topography and land use (e.g., from 20-acre urban areas to larger wildland zones with a minimum of 200 acres). Each area receives a score for flame length, embers, and the likelihood of the area burning, which are then averaged over the zone area. The final zone classes for very high, high, and moderate fire hazard severity are based on the average area scores across the zone or zones (OSFM 2022).

The CAL FIRE FHSZ maps differentiate between State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs) (OSFM 2022). According to CAL FIRE and the Office of the State Fire Marshal (OSFM), the SRA is "land where the State of California is financially responsible for the prevention and suppression of wildfires," while the LRA denotes areas where *local* governments have financial responsibility for the prevention and suppression of wildfires (OSFM 2022). Most notably, in SRAs there are three levels of fire hazard severity—moderate, high, and very high—while the current CAL FIRE recommendations for FHSZs in LRAs include only one fire hazard severity level (i.e., very high FHSZs) (OSFM 2022). In addition, SRAs are recognized by the Board of Forestry and Fire Protection as areas where CAL FIRE is the primary emergency response agency responsible for fire suppression and prevention (with

1 LANDFIRE, Landscape Fire and Resource Management Planning Tools, is a shared program between the wildland fire management programs of the U.S. Department of Agriculture Forest Service and U.S. Department of the Interior, providing landscape scale geo-spatial products to support cross-boundary planning, management, and operations (LANDFIRE 2023).

2 Pursuant to California Public Resources Code Sections 42015–4204 and California Government Code Sections 51175–51189.

3 According to the Office of the State Fire Marshal, the FHSZ maps evaluate "hazard" as opposed to "risk." Hazard is based on "the *physical conditions that create a likelihood and expected fire behavior* over a 30 to 50 year period without considering short-term modifications such as fuel reduction effort" while "risk" evaluates the "*potential damage a fire can* do to the area under existing conditions, including any modifications such as fuel reduction projects, defensible space, and ignition resistant building construction" (OSFM 2022).

support from local agencies, such as the Ventura County Fire Department). Within the City LRA, the Ventura City Fire Department (VCFD) is the primary emergency response agency for fire suppression and prevention.[4]

As illustrated in Figure 5.20-1, Fire Hazard Severity Zones, the Project Site and Staging Area (referred to collectively herein as the Development Area) are not located within an SRA or land designated as a very high FHSZ (CAL FIRE 2007a, 2010, 2023a).[5] The 8.42-acre Project Site (Assessor's Parcel Number 068-0-142-030) is located at 1555 North Olive Street in the City of Ventura, slightly east of State Route (SR) 33, and a temporary construction Staging Area (approximately 2.53 acres) is proposed immediately west of the Project Site. Table 5.20-1 identifies the FHSZs, HFTDs, and WUIs in the vicinity and their respective responsibility area (if applicable), including their distance and direction relative to the Project Site and the Staging Area. Pursuant to CAL FIRE's current and adopted FHSZ maps, there are FHSZs to north, east, and west of the Development Area. The nearest FHSZs are approximately 950 feet east and west of the Development Area. As illustrated in Figure 5.20-1, there is a very high FHSZ within the City (i.e., an LRA) to the east of North Ventura Avenue (approximately 950 feet east of the Project Site) and a high FHSZ in the County (i.e., an SRA) located on the west side of SR-33 and the Ventura River corridor (approximately 950 feet west of the Staging Area) (CAL FIRE 2007a, 2010).

Table 5.20-1. High Fire Risk Areas and State Responsibility Areas

Designation	Responsibility Area	Approximate Distance and Direction from Project Site	Approximate Distance and Direction from Staging Area	Primary Emergency Response Agency
CAL FIRE Fire Hazard Severity Zones[a]				
Very High FHSZ	LRA	950 feet east	1,500 feet east	VCFD
High FHSZ	SRA	1,190 feet west	950 feet west	CAL FIRE/Ventura County Fire Department
Very High FHSZ	SRA	2,600 feet east	3,200 feet east	CAL FIRE/Ventura County Fire Department
CPUC High Fire Threat Districts				
Tier 3 HFTD[b]	N/A	335 feet west	100 feet west	N/A
Tier 2 HFTD[c]	N/A	1,000 feet northeast	1,650 feet northeast	N/A
Wildland–Urban Interface[d]				
Interface WUI	N/A	200 feet west	Adjacent/on site[e]	N/A

[4] CAL FIRE's draft 2007 FHSZ boundaries for LRAs include very high, high, and moderate rankings (CAL FIRE 2007b). CAL FIRE's updated 2010 LRA FHSZ maps only provide recommendations for very high FHSZs (CAL FIRE 2010). Currently, CAL FIRE is in the process of updating the applicable SRA FHSZ maps. Specifically, CAL FIRE is providing an additional written comment period for updated SRA FHSZ maps from February 3, 2023, to April 4, 2023 (CAL FIRE 2023b). According to a CAL FIRE guidance document from January 2023, updated recommendations for FHSZs in LRAs will occur only after the SRA FHSZ update process is complete (CAL FIRE 2023c). Until that time, only very high FHSZs in the LRA pursuant to CAL FIRE's 2010 recommendations are considered "adopted" and applicable to the Project (CAL FIRE 2010). Regarding SRAs, CAL FIRE's draft 2022 SRA maps show a very high FHSZ boundary adjacent to the east of SR-33 in the vicinity of the Development Area (CAL FIRE 2022). However, as previously discussed, the SRA FHSZ recommendations are currently under review, and have not been formally adopted. As such, this PEA includes figures and references distances to FHSZs in the SRA are based on CAL FIRE's existing, adopted SRA maps for the County (dated November 6, 2007) (CAL FIRE 2007a)

[5] The City provides a map of FHSZs on their City of Ventura Java Map web viewer (City of Ventura 2023b). However, the FHSZs referenced on the City's web map illustrate CAL FIRE's *draft* 2007 FHSZ boundaries for LRAs (City of Ventura 2023c; CAL FIRE 2007b). However, as discussed above, this PEA relies on CAL FIRE's updated 2010 LRA FHSZ maps for the City, which only provide recommendations for very high FHSZs (CAL FIRE 2010).

Table 5.20-1. High Fire Risk Areas and State Responsibility Areas

Designation	Responsibility Area	Approximate Distance and Direction from Project Site	Approximate Distance and Direction from Staging Area	Primary Emergency Response Agency
WUI Influence Zone	N/A	900 feet west	600 feet west	N/A
Intermix WUI	N/A	0.42 miles southwest	0.38 miles southwest	N/A

Sources: UWM 2017; CPUC 2022; CAL FIRE 2007a, 2010, 2023a.
Notes: CAL FIRE = California Department of Forestry and Fire Protection; FHSZ = fire hazard severity zone; LRA = Local Responsibility Area; VCFD = Ventura City Fire Department; SRA = State Responsibility Area; CPUC = California Public Utilities Commission; HFTD = high fire threat district; N/A = not applicable; WUI = wildland–urban interface.

[a] Distances to very high FHSZs in the LRA are based on CAL FIRE's 2010 LRA map for the City (dated October 6, 2010) (CAL FIRE 2010). Distances to FHSZs in the SRA are based on CAL FIRE's adopted SRA map for the County (dated November 6, 2007) (CAL FIRE 2007a).

[b] Tier 3 consists of areas on where there is an extreme risk from wildfires associated with overhead utility power lines or overhead utility power-line facilities also supporting communication facilities (CPUC 2022).

[c] Tier 2 consists of areas on the CPUC Fire-Threat Map where there is an elevated risk from wildfires associated with overhead utility power lines or overhead utility power-line facilities also supporting communication facilities (CPUC 2022).

[d] According to the University of Wisconsin–Madison Department of Forest and Wildfire Ecology, there are two main types of wildland–urban interface (WUI): intermix WUI, the area where houses and wildland vegetation directly intermingle, and interface WUI, where settled areas abut wildland vegetation (UWM 2017). The Conservation Biology Institute also identifies a WUI influence zone, which refers to areas of wildland vegetation within 1.5 miles of an interface or intermix WUI (CBI 2022).

[e] The southwest corner of the Staging Area is partially within an interface WUI (see Figure 5.20-3, Wildland–Urban Interface); however, under existing conditions, the Staging Area is entirely paved.

California Public Utilities Commission Fire-Threat Map and High Fire-Threat Districts

In October 2007, "devastating wildfires driven by strong Santa Ana winds burned hundreds of square miles in Southern California. Several of the worst wildfires were reportedly ignited by overhead utility power lines and aerial communication facilities near power lines" (CPUC 2021a). In response to these wildfires, the CPUC Fire-Threat Map was created.[6] The CPUC Fire-Threat Map is a statewide map showing areas where there is a higher risk for power line fires igniting and spreading rapidly (CPUC 2021a). The Tier 2 and Tier 3 fire-threat areas on the CPUC Fire-Threat Map are integrated into the designated CPUC High Fire-Threat District (HFTD) maps, which also include Tier 1 High Hazard Zones (HHZs) from the U.S. Forest Service/CAL FIRE joint map of Tree Mortality HHZs (CPUC 2021a). Tier 1 HHZs are zones near communities, roads, and utility lines, and are a direct threat to public safety (CPUC 2021a). Tier 2 fire-threat areas outline areas where there is a higher risk (including likelihood and potential impacts on people and property) from utility related wildfires (CPUC 2021a). Tier 3 fire-threat areas outline areas where there is an extreme risk (including likelihood and potential impacts on people and property) from utility related wildfires (CPUC 2021a). Electric utilities and communication infrastructure within areas identified as CPUC "high fire threat areas" (e.g., areas within the HFTD), are required to adopt additional fire-safety regulations, as provided by CPUC Rulemaking 08-11-005 and General Order (GO) 95 (CPUC 2021a).

The HFTD is intended to "represent an area based upon mapping products (i.e., CPUC Fire-Threat Map) developed specifically for the purpose of scoping [electrical and communications] utility regulations" (CPUC 2021a). As illustrated in Figure 5.20-2, CPUC High Fire Threat Districts, and identified in Table 5.20-1, the Development Area is not within an HFTD but is located near both a Tier 2 HFTD (approximately 1,000 feet northeast of the Project Site

[6] According to CPUC, "the main people handling the development of the CPUC Fire-Threat Map was a group of utility mapping experts known as the Peer Development Panel (PDP), with oversight from a team of independent experts known as the Independent Review Team (IRT). The members of the IRT were selected by CAL FIRE and CAL FIRE served as the Chair of the IRT. The development of CPUC Fire-Threat Map includes input from many stakeholders, including investor-owned and publicly owned electric utilities, communications infrastructure providers, public interest groups, and local public safety agencies" (CPUC 2021a).

boundary and 1,650 feet northeast of the Staging Area at the nearest point) and a Tier 3 HFTD (approximately 100 feet west of the Staging Area and 335 feet west of the Project Site boundary at the nearest point). Because the Project would include new electrical utility infrastructure, including replacement of two on-site utility poles with overhead conduit, the nearby HFTDs are relevant to the Project (CPUC 2021a).

Wildland–Urban Interface

According to the U.S. Forest Service, the wildland–urban interface (WUI) is an area within or adjacent to an "at-risk community" that is identified in recommendations to the Secretary of Agriculture in a Community Wildfire Protection Plan or any area for which a Community Wildfire Protection Plan is not in effect but is within 0.5 miles of the boundary of an at-risk community (USFS 2007).[7] At risk communities are defined as areas where conditions are conducive to a large-scale wildland fire disturbance event, thereby posing a significant threat to human life or property (USFS 2007.) According to the University of Wisconsin–Madison Department of Forest and Wildfire Ecology, there are two main types of WUI: intermix WUI, the area where houses and wildland vegetation directly intermingle, and interface WUI, where settled areas abut wildland vegetation (UWM 2017). The Conservation Biology Institute also identifies a WUI influence zone, which refers to areas of wildland vegetation within 1.5 miles of an interface or intermix WUI (CBI 2022). As illustrated in Figure 5.20-3, Wildland–Urban Interface, the Project Site is not located within an interface WUI (CAL FIRE 2015). The Project's proposed Staging Area is adjacent to an interface WUI (i.e., 200 feet west of the Project Site) with small slivers of the influence WUI potentially within the proposed Staging Area; the nearest WUI influence zone is approximately 600 feet west of the Staging Area and 900 feet west of the Project Site boundary; and the nearest intermix WUI is approximately 0.38 miles southwest of the Staging Area and 0.42 miles southwest of the Project Site boundary (CAL FIRE 2015).

5.20.1.2 Fire Occurrence

The typical fire season in Ventura County (County) begins in May or June, with vegetative fuel loads reaching "critical moisture levels" in late summer and early fall (Ventura County Fire Department 2021). Together with the advent of strong east winds (Santa Anas) throughout the County, this environment produces the perfect conditions for "catastrophic fire weather" (Ventura County Fire Department 2021). The Development Area is located in an urban area (Fuel Model NB1); however, the Ventura County Fire Department also identifies the Development Area as being within the larger Ventura Fuel Bed, which includes a wide distribution of vegetative fuel sources, including oak woodland, chaparral, coastal sage scrub, and grass (see Section 5.20.1.3, Fire Risk, for a more detailed discussion of fuel models and vegetation on the Development Area and immediate vicinity) (Scott and Burgan 2005; Ventura County Fire Department 2021). The Ventura Fuel Bed is bordered on the south by the City, on the north by the Ojai Valley, on the east by SR-150, and on the west by SR-33 (Ventura County Fire Department 2021). This fuel bed has sustained 16 fires that covered more than 300 acres, the most recent being the approximately 281,790-acre Thomas Fire in December 2017 (Ventura County Fire Department 2021; CAL FIRE 2022a). However, according to the Ventura County Fire Department, "The effects of climate change, prolonged drought, tree mortality, and development into the wildland urban interface will continue to increase the number and severity of wildland fires" in the region (Ventura County Fire Department 2021).

CAL FIRE's Fire and Resource Assessment Program (FRAP) compiles fire perimeters and has established an ongoing fire perimeter data capture process (CAL FIRE 2022b). CAL FIRE, the U.S. Forest Service Region 5, the Bureau of Land Management, and the National Park Service jointly developed the FRAP fire perimeter database, which

[7] The Ventura Regional Fire Safe Council is currently in the process of drafting a localized Community Wildfire Protection Plan (VRFSC 2023).

represents the most complete digital record of fire perimeters in the state (CAL FIRE 2022b). Generally, the current FRAP database includes fire perimeter data for fires greater than 10 acres or destroying three or more habitable or commercial structures (CAL FIRE 2022b). According to the FRAP dataset, there is no history of wildfire occurrence on the Development Area (CAL FIRE 2022a). However, since 2010, a total of 25 fires have burned fully or partially within a 5-mile radius of the Project Site. The location and extent of these fire occurrence are illustrated graphically in Figure 5.20-4, Fire Perimeters (2010–2021). Table 5.20-2 provides the name, date, acres burned, and likely ignition source (if available) for each fire occurrence illustrated in Figure 5.20-4.

Table 5.20-2. Recent Fire Occurrence (2010–2021)

Fire Name	Start Date	Containment Date	Cause	Acres Burned
Skyline	8/27/2012	8/27/2012	Unknown/Unidentified	35.35
Harbor	3/11/2015	3/11/2015	Unknown/Unidentified	0.01
Main	7/2/2015	7/2/2015	Unknown/Unidentified	0.14
Brooks	7/17/2015	7/17/2015	Unknown/Unidentified	2.92
Palm	12/3/2015	3/13/2015	Unknown/Unidentified	22.35
Solimar	12/25/2015	12/29/2015	Electrical Equipment (Power Line)	1,287.39
Arroyo	12/25/2015	12/25/2015	Unknown/Unidentified	0.09
Casitas	4/28/2016	4/30/2016	Unknown/Unidentified	46.16
Pacific	9/9/2017	9/9/2017	Unknown/Unidentified	1.19
Vista	10/24/2017	10/26/2017	Unknown/Unidentified	86.39
School	11/23/2017	11/23/2017	Miscellaneous[a]	4.67
Thomas	12/4/2017	1/12/2018	Electrical Equipment (Power Lines)	281,790.9
Main	1/3/2018	1/3/2018	Unknown/Unidentified	0.03
Harbor	1/29/2018	1/29/2018	Unknown/Unidentified	0.002
River	6/16/2018	6/16/2018	Unknown/Unidentified	0.88
Harbor	6/29/2018	6/30/2018	Unknown/Unidentified	7.05
Beach	6/30/2018	6/30/2018	Miscellaneous[b]	0.52
Knoll	6/30/2018	6/30/2018	Unknown/Unidentified	0.13
Victoria	7/2/2018	7/2/2018	Unknown/Unidentified	0.66
Harbor	7/2/2018	7/2/2018	Unknown/Unidentified	0.26
Canada	9/18/2018	9/18/2018	Unknown/Unidentified	0.00
Vista	11/16/2018	11/16/2018	Equipment Use[c]	1.40
Peking	11/16/2018	11/16/2018	Miscellaneous[d]	0.04
Medio	8/28/2020	8/28/2020	Unknown/Unidentified	16.06
Ranch	4/15/2021	4/15/2021	Unknown/Unidentified	1.80

Sources: CAL FIRE 2022a; CPUC 2018.

[a] Animal cause electrical arcing (CAL FIRE 2022a)

[b] Noted as "unintentional" (CAL FIRE 2022a).

[c] Type of equipment not specified (CAL FIRE 2022a).

[d] Noted as "unintentional" (CAL FIRE 2022a).

The closest recent fire perimeter to the Development Area was the Thomas Fire, which burned north, east, and west of the Development Area from December 2017 until it was fully contained in mid-January 2018 (CAL FIRE 2022a).

The Thomas Fire came within approximately 2,700 feet (or approximately 0.5 miles) of the Project Site at its nearest point to the east (see Figure 5.20-4) (CAL FIRE 2022a). The FRAP database classifies the ignition source of the Thomas Fire as "Miscellaneous." However, a joint investigation by CAL FIRE and Ventura County Fire Department later determined that the cause of ignition of the Thomas Fire was electrical utility equipment failure at two locations, resulting in two separate ignitions that eventually merged over the course of the fire (CPUC 2018). One ignition site was adjacent to a private residence along Koenigstein Road, an offshoot of SR-150, and the other ignition site was in the Anlauf Canyon area of the County (CPUC 2018). At the Koenigstein Road site, the Ventura County Fire Department found that an energized section of 16-kilovolt conductor supported between Southern California Edison (SCE) utility pole number 729565E and utility pole number 729566E failed, fell down, and ignited dry brush at the base of utility pole number 729566E (CPUC 2018). At the Anlauf Canyon site, the Ventura County Fire Department found that a fire started when multiple SCE 16-kilovolt conductors came into contact with each other (also referred to as wire slap), which released particles of molten metal that ignited dry brush (CPUC 2018). The conductors were suspended between SCE utility poles numbered 1025341E, 1202085E, and 3002114E (CPUC 2018).

5.20.1.3 Fire Risk

According to the Ventura County Fire Department, the greatest area of wildfire risk in the Ventura Fuel Bed exists in the hillside/canyon areas approximately 3 to 6 miles east of the Development Area (i.e., the Harmon, Sexton, and Barlow canyon areas north of Foothill Road). Analysis and discussion of baseline fire risk for the Development Area and immediate vicinity, which includes consideration of weather (e.g., wind, humidity, temperature), topography, and vegetative fuel load, is provided in the following subsections.

Fuel Modeling

Fuel modeling was performed for the Project vicinity using CAL FIRE's FVEG dataset (CAL FIRE 2015). A fuel model was assigned to all pixels (30-meter [100-foot] scale) using WHRNAME (e.g., Mixed Chaparral) cross-walked to a surface fuel model (e.g., moderate load, dry climate scrub) (Scott and Burgan 2005). The FVEG data set was fine tuned to accurately depict the extent of agricultural and urbanized areas in the Project vicinity. Fuel modeling for the Development Area and its vicinity is provided graphically in Figure 5.20-5, Scott and Burgan Fuel Model.

The Development Area is urban (Fuel Model NB1) and does not include natural fuels. Therefore, direct exposure to wildfire at the Development Area is unlikely; however, ember exposure from distant wildfires is possible. The immediate areas surrounding the Development Area are also urbanized and do not include natural fuels likely to propagate wildfire spread. The closest natural fuels exist roughly 700 feet west of the Staging Area across SR-33 within the Ventura River drainage. This area was modelled as Fuel Model GS3 (Moderate load, dry climate grass-shrub) to account for the grass and shrub fuels present. From a more regional perspective, natural fuels are present on the hillslopes bordering the east and west edges of the Ventura River Valley, in which the Development Area is located. Fuel models in these natural areas are predominantly moderate load, dry climate grass-shrub (Fuel Model GS2) and agricultural areas (Fuel Model NB3).

Wind, Humidity, and Temperature

Weather data for the Development Area was obtained from the Casitas RAWS (Station ID 045308), which is roughly 8 miles north of the Development Area. The Fire Family Plus software package was utilized to compile hourly RAWS data from the past 10 years (2012–2022). The Development Area, like much of Southern California, is influenced by prevailing wind patterns. Prevailing winds are winds that blow from a single direction over a specific area of the

Earth. The prevailing winds for the Development Area typically are from the southwest, averaging approximately 3.6 mph and reaching highs of 25 mph during the windier part of the year. The presence of the Pacific Ocean can cause a diurnal wind pattern known as the "land/sea breeze system." This translates to the occurrence of onshore (prevailing) winds during the daytime hours and light offshore winds during nighttime hours. While winds at the Development Area are generally from the southwest for most of the year, the occurrence of onshore winds from the north/northeast is more likely in the fall. These winds can sometimes be extreme, commonly referred to as "Santa Ana winds." Typically, the highest fire danger in Southern California coincides with Santa Ana winds, because fires can be driven by extreme winds and severely dried fuels. The Santa Ana wind conditions are a reversal of the prevailing southwesterly winds that usually occur on a regionwide basis near the end of fire season during late summer and early fall. Santa Ana winds are dry, warm, gusty winds that flow from the high desert in the Great Basin (Nevada, western Utah, and eastern California) through the mountain passes and canyons toward the Pacific Ocean. As the winds converge through the canyons and narrow passes, their velocities increase, gradually dissipating as they spread across wide valley floors. Localized wind patterns are strongly affected by both regional and local topography. Santa Ana winds at the Development Area are often at speeds greater than 20 mph and have been recorded to exceed 40 mph, with gust speeds as high as 56 mph in some cases. Table 5.20-3 provides a summary of monthly weather to represent conditions at the Development Area.

Table 5.20-3. Average (50th Percentile) and Extreme (99th Percentile) Weather Conditions for the Development Area 2012–2022

Month	Predominant Wind Direction		Wind Speed (Gusts) (mph)		Min. Relative Humidity (%)		Max. Temperature[a]	
	Average	Extreme	Average	Extreme	Average	Extreme	Average	Extreme
January	WSW	SW	11	28	24	4	72	88
February	WSW	WSW	13	29	24	8	71	90
March	WSW	WSW	16	38	35	6	71	90
April	WSW	WSW	17	37	29	7	77	93
May	WSW	NNE	17	33	40	5	75	96
June	WSW	NNE	16	26	36	6	85	100
July	WSW	NNE	15	27	30	7	90	104
August	WSW	NNE	16	25	28	8	91	104
September	WSW	NE	16	30	24	7	91	105
October	WSW	NE	15	29	20	3	85	101
November	WSW	NE	13	40	17	4	78	93
December	WSW	NNE	10	27	25	4	69	83

Source: Casitas RAWS (Station ID: 045308).
Notes: WSW = west-southwest; SW = southwest; NNE = north-northeast; NE = northeast.
[a] Values may be higher than what occurs at the Development Area due to the RAWS inland proximity to the Development Area.

A digital elevation model (DEM 30-meter [100-foot] scale) showing slope in degrees for the Development Area and its vicinity is provided in Figure 5.20-6, Slope. The DEM was obtained from the LANDFIRE website (LANDFIRE 2023). The Development Area and the immediately surrounding urban areas are entirely flat. The closest hillslopes to the Development Area are roughly 0.4 and 0.6 miles to the west and east, respectively. The northwest-facing hillslopes to the east and southeast of the Development Area express the steepest slopes in the Project vicinity, at roughly 50°.

Terrain affects wildfire movement and spread. Steep terrain typically results in faster upslope fire spread due to the pre-heating of uphill vegetation. Flat areas typically result in slower fire spread when absent of windy conditions.

Topographic features, such as saddles, canyons, and chimneys (land formations that collect and funnel heated air upward along a slope), may form unique circulation conditions that concentrate winds and funnel or accelerate fire spread. For example, fire generally moves slower downslope than upslope. Terrain may also buffer, shelter, or redirect winds away from some areas based on canyons or formations on the landscape. Saddles occurring at the top of drainages or ridgelines may facilitate the migration of wildfire from one canyon to the next. Various terrain features can also influence fire behavior, as summarized in Table 5.20-4.

Table 5.20-4. Effects of Topographic Features on Fire Behavior

Topographic Feature	Effect
Narrow Canyon	Surface winds follow canyon direction, which may differ from the prevailing wind; wind eddies/strong upslope air movement expected, which may cause erratic fire behavior; radiant heat transfer between slopes facilitates spotting/ignition on opposite canyon side.
Wide Canyon	Prevailing wind direction not significantly altered; aspect significant contributor to fire behavior. Wide canyons are not as susceptible to cross-canyon spotting except in high winds.
Box Canyon/ Chute	Air is drawn in from canyon bottom, strong upslope drafts. No gaps or prominent saddles to let heated air escape. Fires starting at the canyon bottom can move upslope very rapidly due to a chimney-like preheating of the higher-level fuels and upslope winds.
Ridge	Fires may change direction when reaching ridge/canyon edge; strong air flows likely at ridge point; possibility for different wind directions on different sides of the ridge. Ridges experience more wind. Fires gain speed and intensity moving toward a ridge. Fires burning at a ridge can exhibit erratic fire behavior. Strong air flows can cause a whirling motion by the fire. As the wind crosses a ridge it usually has a leeward eddy where the wind rolls around and comes up the leeward side.
Saddle	Potential for rapid rates of fire spread; fires push through saddles faster during upslope runs. Winds can increase when blowing through saddles due to the funneling effect of the constricted pass. On the other side, winds will slow, but erratic winds potentially occur at the saddle due to eddies.

The flat nature of the Development Area is not likely to result in localized changes in wind speed and direction. The effect of terrain on wind speed and direction was modelled using the Wind Ninja feature within the Flammap fire behavior modeling software. This feature alters baseline inputs for wind speed and direction based on changes in terrain. Wind inputs used for this modeling effort were a 40 mph wind from the northeast, to resemble a Santa Ana wind event. Localized changes in wind speed and direction are presented in Figure 5.20-7, Wind Speed and Direction. As shown, wind speed and direction are not altered at the Development Area. Wind speeds and shown to be highest on ridgetops to the west and east of the Development Area.

As illustrated in Figure 5.20-8, The highest rates of spread are predicted to be on steep hillslopes with dense shrub and grass vegetation (e.g., areas west of SR-33). There is a small, isolated-high rate-of-spread patch identified within E.P. Foster Elementary School's field area on the east side of North Olive Street. However, the Development Area is urban and lacks the vegetation needed to facilitate wildfire spread and slope is not likely to influence wildfire spread at the Development Area.

Vegetation Communities

Vegetation data for the Project's vicinity was obtained from CAL FIRE's FVEG dataset and was edited to account for errors in the dataset most related to the mis mapping of agricultural and urban areas near the Development Area, as shown in Figure 5.20-9, Vegetation Communities. Vegetation at the Project Site and immediately surrounding areas is minimal to nonexistent and is considered urban/developed. The closest natural vegetation to the Project Site exists within the Ventura River drainage beyond the Ventura River levee, approximately 700 feet west of the Staging Area. Vegetation in this area is composed of native and non-native species and is considered a mixture of valley foothill riparian and coastal scrub. The hillslopes west of the Ventura River drainage include annual grasslands, shrublands, and irrigated agricultural areas. The natural areas east of the Development Area resemble annual grasslands and shrublands. No hazardous or high-risk vegetation exists within the Development Area due to its urban nature.

5.20.1.4 Values at Risk

Values at risk within the Development Area include existing structures and utility infrastructure and other utility-owned equipment. Depending on their construction materials and methods, on-site structures and infrastructure may be vulnerable to indirect wildfire impacts, including airborne embers. The urban setting of the Development Area includes multiple structures and facilities within 1,000 feet of the Development Area. Values at risk near to the Development Area include the following:[8]

- E.P. Foster Elementary School (recreation field approximately 50 feet east of Project Site)
- Ventura Unified School District Office (approximately 1,000 feet north of Development Area)
- Various private businesses and industrial areas (adjacent to and scattered near the Development Area)
- Westside Community residential dwellings (adjacent to, northeast of, and southeast of the Development Area)

Most residential structures near the Development Area were built more than 40 years ago and were constructed with wood siding and large exterior vents, with few homes appearing to conform to Chapter 7A of the California Building Code, which increases the potential for structural ignitability. Many of the structures present within the neighboring industrial areas involve metal construction materials and are therefore at lower risk from damage caused by wildfires.

5.20.1.5 Evacuation Routes

Access to the Project Site is from two entrances along North Olive Street. The Project Site currently meets all access and safety requirements for fire and emergency services. The primary entrance (and main access point) is approximately 36 feet wide. A secondary access point is approximately 20 feet wide. No dead-end roads or cul-de-sacs exist within or adjacent to the Project Site. Individuals evacuating from the Project Site and vicinity are assumed to utilize evacuation routes designated on the City's Westside Community Evacuation Route Map, which include the following (City of Ventura 2021):[9]

- **Project Site Evacuation Route:** For areas west of North Ventura Avenue [including the Project Site:
  - Head north on North Olive Steet, then west on West Stanley Avenue to access Highway 33 [SR-33] north or to access Highway 33 south to Highway 101 [U.S. Route 101]

[8] Distances are approximate and are measured from the Project Site boundary to the nearest property site structure. The Boys and Girls Club of Greater Ventura no longer occupies the building east of the Project Site on North Olive Street (adjacent and south of E.P. Foster Elementary School). As such, the currently vacant building does not represent a value at risk.

[9] Real-time evacuation routes may differ based on guidance from local emergency personal or the proximity/location of a given threat (e.g., a wildfire).

  - Head south on North Olive Street towards Main Street to access SR-33 north or SR-33 south to Highway 101
- **Nearby Evacuation Route:** For areas on or east of North Ventura Avenue and north of El Medio Street/West Flint Street [including E.P. Foster Elementary School]:
  - Head north on North Ventura Avenue, then west on West Stanley Avenue to access SR-33 north or SR-33 south to Highway 101
- **Nearby Evacuation Route:** For areas on or east of North Ventura Avenue and south of Vince Street:
  - Head South on North Ventura Avenue toward Main Street to access SR-33 north or SR-33 south to Highway 101

Emergency Response

Ventura City Fire Department

VCFD is the primary emergency response agency for a wildfire or emergency natural-gas-related incident at the Project Site. There are six VCFD stations in the City (VCFD 2023). The nearest VCFD station to the Development Area is Fire Station 1, located at 717 North Ventura Avenue. This station is 0.7 roadway miles southeast of the Development Area (as illustrated in Figure 5.15-1, Public Services in the Vicinity of the Project Site, in Section 5.15 of this PEA) (VCFD 2023). VCFD has a goal of reaching every emergency within 5 minutes of dispatch and has established a goal of responding to all emergencies with improved response times (VCFD 2023).[10] VCFD has reciprocal agreements with the Ventura County Fire Department and other local agencies/jurisdictions to ensure that City residents receive the swiftest service possible (see "Mutual Aid Agreements" in Section 5.20.2.3, Regional (in Section 5.20.2, Regulatory Setting), for a list of applicable mutual aid partners). VCFD also has a responsibility to provide disaster preparedness for the City (City of Ventura 2005).

The existing Project Site (i.e., the Ventura Compressor Station), including its piping, safety, and fire equipment, is equipped with continuous remote/on-site monitoring equipment, and is also subject to in-person testing and inspection. As such, SoCalGas is in regular communication with first responders, including VCFD. VCFD reviews and approves the facility's hazardous materials business plan and spill prevention, control, and countermeasure plan. In advance of routine maintenance activities, SoCalGas contacts VCFD to maintain open communication. Additionally, SoCalGas's Emergency Services Department conducts annual briefings with first responders in the City and across its service territory, so they are educated about how to respond to a natural gas incident.

City of Ventura Emergency Operations Plan and Management System

The City of Ventura Emergency Operations Plan (EOP) addresses the City's response to emergencies associated with natural disasters and technological incidents (City of Ventura 2021). During an emergency response situation, the emphasis is placed on saving lives and property, controlling the situation, and minimizing the effects of the disaster (City of Ventura 2021). Immediate response is accomplished within the affected area by local government agencies and segments of the private sector. When local (e.g., City) resources are completely committed and

[10] The General Plan (adopted in 2005) states that VCFD's goal is to reach the scene of a fire, medical, and disaster call within 4 minutes 90% of the time (City of Ventura 2005). However, as of February 2023, the goal provided on VCFD's website is to "maintain an average response time of 5 minutes to emergencies within the City" (VCFD 2023). The VCFD website also clarifies that "emergencies" may consist of "brush fires, structure fires, automobile accidents, and/or life-threatening medical emergencies" (VCFD 2023). For the purposes of this PEA, it is assumed that the response time discrepancy between the General Plan and information provided on VCFD's website can be attributed to the relative age of the General Plan, which was drafted more than 17 years ago. Thus, the more recent VCFD source is assumed to provide an updated and accurate average VCFD response time goal (i.e., an average of 5 minutes) (VCFD 2023).

additional resources are required, mutual aid requests would be initiated through the Ventura County Operational Area (OA) (City of Ventura 2021) Depending on the severity of the emergency, a Local Emergency may be proclaimed, the local Emergency Operations Center (EOC) may be activated, under the advisement of the OA (City of Ventura 2021).

When the OA EOC is activated, the County Sheriff, designated by County Ordinance, is the Operational Area Coordinator and has the overall responsibility for coordinating and supporting emergency/disaster operations within the County (City of Ventura 2021). The OA is the focal point for information sharing and support requests by cities within the County. The Operational Area Coordinator and supporting staff constitutes the OA Emergency Management Staff. The OA Staff submits all requests for support that cannot be obtained within the County, and other relevant information, to California Governor's Office of Emergency Services (Cal OES) Southern Region, Mutual Aid Region (City of Ventura 2021). The City's emergency management organization (including emergency response and recovery) is directed by the City Manager, who serves as City EOC Director during an actual emergency.

The Standardized Emergency Management System (SEMS) has been adopted by the City to manage a response to multi-agency and multi-jurisdictional emergencies and to facilitate communications and coordination between all levels of the system and among all responding agencies (City of Ventura 2021). The National Incident Management System (NIMS) was adopted by the state and is integrated into the existing SEMS (City of Ventura 2021). SEMS consist of five levels: field response, local government, operational areas (countywide), Cal OES Mutual Aid Regions, and state government. The SEMS (California Government Code Section 8607[a]) incorporates the use of the Incident Command System (ICS), the Master Mutual Aid Agreement and existing mutual aid systems, the Operational Area Concept, and multi-agency or interagency coordination. Under SIMS, the City must participate in the OA organization and system for coordination and communication in the event of an emergency (City of Ventura 2021).

5.20.2 Regulatory Setting

5.20.2.1 Federal

National Fire Plan

The Department of the Interior's National Fire Plan is intended to ensure an appropriate federal response to severe wildland fires, reduce fire impacts to rural communities, and ensure sufficient firefighting capacity in the future. The plan addresses six key points: Firefighting, Rehabilitation, Hazardous Fuels Reduction, Community Assistance, Accountability, and Research and Development. The Rural Fire Assistance Program is funded to enhance the fire protection capabilities of rural fire districts and safe and effective fire suppression in the WUI. The program promotes close coordination among local, state, tribal, and federal firefighting resources by conducting training, equipment purchase, and prevention activities on a cost-shared basis.

Federal Wildland Fire Management Policy

The Federal Wildland Fire Management Policy was developed in 1995, updated in 2001, and updated again in 2009 by the National Wildfire Coordinating Group, a federal multi-agency group that establishes consistent and coordinated fire management policy across multiple federal jurisdictions. An important component of the Federal Wildland Fire Management Policy is the acknowledgment of the essential role of fire in maintaining natural ecosystems. The Federal Wildland Fire Management Policy and its implementation are founded on the

following guiding principles, found in the Guidance for Implementation of Federal Wildland Fire Management Policy (NWCG 2009):

- Firefighter and public safety is the priority in every fire management activity.
- The role of wildland fire as an essential ecological process and natural change agent will be incorporated into the planning process.
- Fire management plans, programs, and activities support land and resource management plans and their implementation.
- Sound risk management is a foundation for all fire management activities.
- Fire management programs and activities are economically viable, based upon values to be protected, costs, and land and resource management objectives.
- Fire management plans and activities are based upon the best available science.
- Fire management plans and activities incorporate public health and environmental quality considerations.
- Federal, state, tribal, local, interagency, and international coordination and cooperation are essential.
- Standardization of policies and procedures among federal agencies is an ongoing objective.

International Fire Code

The International Fire Code was created by the International Code Council to address a wide variety of hazardous conditions to life and property, including fire, explosions, and hazardous materials handling or usage. Although it is not a federal regulation but a product of the International Code Council, the International Fire Code places an emphasis on prescriptive and performance-based approaches to fire prevention and fire protection systems. The International Fire Code is updated every 3 years and uses a hazard classification system to determine the appropriate measures to be incorporated to protect life and property. Other times these measures include construction standards and specialized equipment. The International Fire Code uses a permit system based on hazard classification to ensure that the required measures are instituted.

International Wildland–Urban Interface Code

The International Wildland–Urban Interface Code is published by the International Code Council and is a model code addressing wildfire issues. The model code is intended to be adopted and used as supplemental code to building and fire codes of a jurisdiction. The goal of the International Wildland–Urban Interface Code is to establish minimum standards and regulations for protecting life and property from the intrusion of fire, wildland fire exposure, fire exposures from adjacent structures, and prevent structure fire from spreading to wildland fuels (ICC 2020).

National Incident Management System

NIMS is set of principles that provides a systematic, proactive approach guiding government agencies at all levels, nongovernmental organizations, and the private sector to work seamlessly to prevent, protect against, respond to, recover from, and mitigate the effects of incidents, regardless of cause, size, location, or complexity to reduce the loss of life or property and harm to the environment. NIMS was adopted by the state and is integrated into the existing California SEMS (discussed in further detail in Section 5.20.2.2) (City of Ventura 2021). The City recognizes and has incorporated SEMS and NIMS into their 2021 EOP, training, and exercises (City of Ventura 2021).

5.20.2.2 State

California Department of Forestry and Fire Protection

CAL FIRE protects the people of the state from fires; responds to emergencies; and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens. CAL FIRE is the primary emergency response agency responsible for fire suppression and prevention within SRAs (CAL FIRE 2023a). CAL FIRE's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year. OSFM supports CAL FIRE's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; by providing statewide direction for fire prevention in wildland areas; by regulating hazardous liquid pipelines; by reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities (CAL FIRE 2023a).

Fire Hazard Severity Zones

CAL FIRE is responsible for the fire protection and stewardship of more than 31 million acres of privately owned California wildlands. CAL FIRE is required by California Public Resources Code Sections 4201–4204, and California Government Code Sections 51175–51189 to map areas of significant fire hazards based on vegetative fuels, terrain, weather, and other relevant factors. CAL FIRE's responsibilities include identifying areas at risk of wildland fire losses, transmitting that information to local agencies, and periodically reviewing the recommendations. Areas at risk of wildland fire losses are referred to as FHSZs and fall into three categories: moderate, high, and very high. FHSZs reflect variations in fire behavior and exposure and are used to develop permanent engineering mitigations associated with development in fire hazard areas. According to OSFM, the FHSZ maps evaluate "hazard" as opposed to "risk." Hazard is based on "the physical conditions that create a likelihood and expected fire behavior over a 30 to 50 year period without considering short-term modifications such as fuel reduction effort" while "risk" evaluates the "potential damage a fire can do to the area under existing conditions, including any modifications such as fuel reduction projects, defensible space, and ignition resistant building construction" (OSFM 2022). As discussed in Section 5.20.1.1, High Fire Risk Areas and State Responsibility Areas, the Development Area is not within an SRA or lands designated as a very high FHSZ. The nearest very high FHSZ is approximately 950 feet east of the Project Site (and 1,500 feet east of the Staging Area) (CAL FIRE 2010). The nearest SRA is a high FHSZ approximately 950 west of Staging Area (and 1,190 feet west of the Project Site) on the west side of SR-33 and the Ventura River corridor (CAL FIRE 2007a).

California Public Utilities Commission Fire Threat Zones

In 2018, CPUC approved a statewide Fire-Threat Map, which delineates an HFTD and is intended to assist with implementation of new fire prevention rules. The map delineates areas in the state where there is an elevated risk and an extreme risk (including likelihood and potential impacts on people and property) from utility-associated wildfires. The Fire-Threat Map helps prioritize fire hazard areas to allow for implementation of new fire-safety regulations adopted by CPUC in December 2017. Increased vegetation management and new fire regulations also apply to the HFTD. As discussed in Section 5.20.1.1, the Development Area is not within an HFTD but is located near both a Tier 2 HFTD (1,000 feet northeast of the Project Site boundary and 1,650 feet northeast of the Staging Area at the nearest point) and a Tier 3 HFTD (approximately 100 feet west of the Staging Area and 335 feet west of the Project Site boundary at the nearest point).

California Health and Safety Code

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Safety Code and include regulations for structural standards (similar to those identified in the California Building Code); fire protection and public notification systems; fire protection devices such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training. OSFM is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions within California.

California Public Resources Code

As discussed previously, California Public Resources Code Sections 4201–4204 (and California Government Code Sections 51175–51189) direct CAL FIRE to map areas of significant fire hazards. California Public Resources Code Section 4290 requires minimum fire safety standards related to defensible space that apply to residential, commercial, and industrial building construction in SRA lands and lands classified and designated as very high FHSZs. Because the Development Area is not located within an SRA or lands classified and designated as a very high FHSZ, these requirements are not applicable to the Project (CAL FIRE 2007a, 2010).

California Public Resources Code Section 4291 requires the removal of dead or dying vegetative materials from the roof of a structure, and trees and shrubs must be trimmed from within 10 feet of the outlet of a chimney or stovepipe. Exemptions may apply for buildings with an exterior constructed entirely of nonflammable materials. California Public Resources Code Section 4292 requires removal of flammable vegetation in the area surrounding subject power-line poles to reduce potential fire and other safety hazards. California Public Resources Code Section 4293 requires regular maintenance/trimming of trees and vegetation to manage fire and safety hazards and ensure electrical reliability.

California Code of Regulations

Title 19, Public Safety

California Code of Regulations (CCR) Title 19 addresses public safety and includes OSFM requirements (19 CCR, Division 1), which incorporate general fire and safety standards regarding fire department access and egress, fire alarms, emergency planning, and evacuation procedures. The state SEMS regulations are described in 19 CCR, Division 2, Chapter 1. SEMS consist of five levels: field response, local government, operational areas (countywide), Cal OES Mutual Aid Regions, and state government (see "Standardized Emergency Management System" in Section 5.20.2.4, Local, for details regarding local adoption and implementation of SEMS). SEMS is required by the California Emergency Services Act for managing multi-agency and multi-jurisdictional responses to emergencies in California and coordinating among all levels of government and affected agencies. SEMS unifies all elements of California's emergency management community into a single, integrated system, and standardizes key elements.

Title 24, California Building Standards Code

The California Building Standards Code contains provisions for building and safety standards, including fire safety standards for new buildings that are provided in the California Building Code (24 CCR, Part 2) and the California Fire Code (24 CCR, Part 9). These standards apply to all occupancies in California, except where state agencies and local governing bodies adopt more stringent standards.

The California Building Code includes several chapters relevant to fire safety and protection that address types of construction, fire and smoke protection features, construction materials and methods, and rooftop construction. Typical California Fire Code safety requirements include fire sprinklers in all high-rise buildings; fire-resistance standards for fire doors, building materials, and particular types of construction; debris and vegetation clearance within a prescribed distance from occupied structures within wildfire hazard areas; and fire-flow requirements, fire hydrant spacing, and access road specifications.

California Building Code (Part 2 of Title 24)

Part 2 of 24 CCR contains the California Building Code. Chapter 7A of the California Building Code regulates building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a WUI fire area. The purpose of this chapter is to establish minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ within an SRA or a WUI fire area to resist the intrusion of flames or burning embers projected by a vegetation fire and to contribute to a systematic reduction in conflagration losses. New buildings located in such areas must comply with the ignition-resistant construction standards outlined in California Building Code, Chapter 7A.

California Fire Code (Part 9 of Title 24)

The 2023 California Fire Code (24 CCR, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The California Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the California Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The California Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and WUI areas.

Chapter 33, Fire Safety During Construction and Demolition, of the California Fire Code prescribes minimum safeguards for construction, alteration, and demolition operations to provide reasonable safety to life and property from fire during such operations. It outlines general fire safety precautions for all structures and all occupancies during construction and demolition operations. In general, these requirements seek to maintain required levels of fire protection, limit fire spread, establish the appropriate operation of equipment, and promote prompt response to fire emergencies. Features regulated include fire protection systems, fire fighter access to the site and building, means of egress, hazardous materials storage and use, and temporary heating equipment and other ignition sources.

State Hazard Mitigation Plan

The 2018 California State Hazard Mitigation Plan (SHMP) represents the state's primary hazard mitigation guidance document and is composed of comprehensive and valuable input provided by State Hazard Mitigation Team members and stakeholders. The 2018 SHMP continues to build upon the state's commitment to reduce or eliminate potential risks and impacts of natural and human-caused disasters to help communities with their mitigation and disaster resiliency efforts. The 2018 SHMP includes: an updated statewide risk assessment, disaster history, and statistics; recent mitigation progress, success stories, and best practices; updated state hazard mitigation goals, objectives, and strategies; and updated climate mitigation progress and adaptation strategies.

The 2018 SHMP is set to expire in September 2023. Once approved, the Draft 2023 SHMP will become the state's official SHMP (Cal OES 2023).

California Strategic Fire Plan

The 2018 Strategic Fire Plan for California reflects CAL FIRE's focus on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The Strategic Fire Plan for California provides a vision for a natural environment that is more fire resilient; buildings and infrastructure that are more fire-resistant; and a society that is more aware of and responsive to the benefits and threats of wildland fire; all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018).

5.20.2.3 Regional

Mutual Aid Agreements

The California Disaster and Civil Defense Master Mutual Aid Agreement (Master Mutual Aid Agreement) as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed. The City is within Cal OES Mutual Aid Region I (Mutual Aid for law enforcement is Region 1A) and the Cal OES Southern Administrative Region. The primary mission of Southern Region's emergency management organization is to support OA response and recovery operations and to coordinate non-law and non-fire Mutual Aid Regional response and recovery operations through the OA EOC (City of Ventura 2021).

Regarding regional fire-related mutual aid response, VCFD has established specific mutual aid agreements with the following jurisdictions/agencies (City of Ventura 2021):

- City of Santa Paula
- City of Oxnard
- Ventura County Fire Department
- Port Hueneme Naval Construction Battalion Center
- Point Mugu Navy Medical Training Support Center

5.20.2.4 Local

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matters of statewide concern, including utility project siting. CPUC GO 177 was adopted in December 2022, reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because CPUC has preemptive jurisdiction over the siting, construction, maintenance, and operation of natural gas facilities in California. As discussed in Section 5.20.1, Environmental Setting, the Project Site is entirely within the City. This "Local" section of the Regulatory Setting identifies City land use plans and regulations for informational purposes and to assist with environmental review, although the Project is not subject to local discretionary permitting. Section 2.3.1, CEQA Review and Permitting, in PEA Chapter 2, Introduction, lists the local authorizations that may be required for Project construction and operation.

Standardized Emergency Management System

Local governments, including cities, counties, and special districts, manage and coordinate the overall emergency response and recovery activities within their jurisdiction. Local governments are required to use SEMS when their emergency operations center is activated, or a local emergency is proclaimed, to be eligible for state funding of response-related personnel costs. Local governmental levels must provide the following functions: management, operations, planning/intelligence, logistics, and finance/administration. Local jurisdictions are responsible for the overall direction of personnel and equipment provided for emergency operations through mutual aid (California Government Code Section 8618). A SEMS has been adopted by the City to manage a response to multi-agency and multi-jurisdictional emergencies and to facilitate communications and coordination between all levels of the system and among all responding agencies (City of Ventura 2021).

City of Ventura Emergency Response and Evacuation Plans

As discussed in Section 5.20.1, Environmental Setting, the EOP is the primary emergency response plan for the City. The EOP addresses the City's planned response to significant emergencies. The EOP does not address routine day-to-day emergencies. Instead, the operational concepts reflected in the EOP focus on large-scale disasters that exceed the City's resources and require an emergency response. The EOP is designed to be exercised before an emergency and to include the City as part of SEMS and the NIMS. Each element of the emergency management organization is responsible for assuring the preparation and maintenance of appropriate and current Standard Operating Procedures (SOPs), resource lists, and checklists that detail how assigned responsibilities are performed to support implementation of the EOP and to ensure an effective response during a disaster. Such SOPs include the specific emergency authorities that designated officials and their successors can assume during emergencies. The EOP also recognizes the following local/regional emergency response and evacuation plans that augment or inform the EOP (City of Ventura 2021):

- Ventura County Operational Area Emergency Operations Plan, 2021
- Ventura County Dam Failure Response Plan
- Ventura County Energy Shortage Emergency Response Plan, 2020
- Ventura County Oil Spill Response Plan, revised November 2011
- Ventura County Hazard Materials Area Plan, 2010
- Ventura County Operational Area Tsunami Evacuation Plan, June 2011
- Ventura County Animal Regulation Department Emergency Operations Plan, 2009
- Ventura Nuclear Response Plan, 2012
- Ventura County Hazard Mitigation Plan, 2015 (includes the City)

City of Ventura General Plan

The following policies and actions related to fire and/or emergency response/evacuation are set forth in the 2005 Ventura General Plan (General Plan) and are applicable to the Project (City of Ventura 2005):

Policy 7B: Minimize risks from geologic and flood hazards.

> Action 7.8: To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.

Action 7.9: Maintain and implement the Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan.

Policy 7C: Optimize firefighting and emergency response capabilities.

Action 7.12: Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance.

5.20.2.5 CPUC Standards

Investor-owned electric and natural gas utilities (IOUs) are subject to CPUC's safety and rate jurisdiction and to CPUC's GOs, rules, and decisions. However, most CPUC standards specific to wildfire and wildfire safety are directed toward electrical IOUs. For example, California Public Utilities Code Section 8389(d)(3) requires electrical IOUs to prepare Wildfire Mitigation Plans (WMPs);[11] however, as a gas IOU, SoCalGas is not subject to this requirement. Although the Project would include two new on-site utility poles and conduit, this equipment would connect and draw power from existing off-site transmission and distribution equipment managed by SCE (and electrical IOU) and/or (for utility poles) the Southern California Joint Pole Committee. The Project does not qualify as an electrical utility project; however, certain standards set forth in CPUC GOs 95 and 165 related to wildfire would be applicable to the Project. Additionally, SCE, which provides electrical power to the Development Area, is further subject to additional fire safety requirements, including CPUC GO 166 (with regard to matters relating to electric service reliability and safety) and tools such as Public Safety Power Shutoffs. Protective equipment, such as circuit breakers, reclosers, and fuses, are standard components of the grid that help keep workers and the public safe by automatically shutting off the power in a disturbance. Finally, safety in general, including wildfire management safety, is a subsidiary responsibility of all IOUs under Public Utilities Code Section 451, which states the following (CPUC 2019a):

> [T]he safety obligation established by Section 451 is not a residual, variable byproduct of a particular rate level set by the Commission [i.e., the CPUC]. To be clear, public utilities are not permitted to adopt anything other than safe operations and practices, even if they believe that rates approved by the Commission are inadequate.

CPUC General Order 95 and 165

CPUC originally adopted GO 95 in 1941. GO 95 governs the design, construction, and maintenance of overhead electrical lines. Rule 31.1 of GO 95 generally requires that overhead electrical lines be designed, constructed, and maintained in accordance with accepted good practices for the given conditions known at the time. Rule 35 of GO 95 establishes requirements for tree trimming.

On January 18, 2012, CPUC issued D.12-01-032, which adopted significant revisions to GO 95, Overhead Electric Line Construction, and GO 165, Inspection Requirements for Electric Distribution and Transmission Facilities. Phase I and Phase II revisions to the GOs addressed vegetation management practices, inspection cycles, corrective maintenance timeframes, and other fire-reduction measures in fire threat zones.

[11] WMPs document the initiatives utilities propose for reducing utility-caused catastrophic wildfire risk. Electric utilities file their WMP with the Office of Energy Infrastructure Safety, which is responsible for reviewing and approving or denying them. Pursuant to California Public Utilities Code 8386.3, CPUC's role is to ratify the action taken by the Office of Energy Infrastructure Safety if it approves the WMP. CPUC also reviews WMPs to inform its review of the reasonableness of the costs associated with the proposed wildfire mitigation activities.

Decision 14-12-025 and Risk Assessment Mitigation Phase

CPUC requires all energy IOUs to incorporate a risk-based decision framework to evaluate the safety and reliability improvements in their General Rate Case (GRC) applications in Decision 14-12-025. Through CPUC's Risk Assessment Mitigation Phase (RAMP) process, utilities describe their plans to identify, assess and mitigate risks. As part of RAMP, each utility must describe the company's safety culture and executive engagement and compensation policies related to safety. Each utility should also "analyze its successes and failures at improving its safety culture and describe its path forward toward a deep and pervasive safety culture" (CPUC 2021b).

California Public Utilities Code Section 963(b)(3)

California Public Utilities Code Section 963(b)(3) directs CPUC and each natural gas corporation to make safety of the public and gas corporation employees the top priority, and to CPUC take all reasonable and appropriate actions necessary to carry out a safety priority policy consistent with the principle of just and reasonable cost-based rates. Section 961(b)(1) requires gas corporations to develop plans for the safe and reliable operation of facilities that implement Section 963(b)(3) requirements.

Rulemaking 21-01-001, Order Instituting Rulemaking to Develop Safety Culture Assessments for Electric and Natural Gas Utilities

In October 2021, CPUC issued Rulemaking 21-01-001, Order Instituting Rulemaking to Develop Safety Culture Assessments for Electric and Natural Gas Utilities (CPUC 2021b). The purpose of the Order Instituting Rulemaking (OIR) is to develop and adopt a safety culture assessment framework and identify the structure, elements, and process necessary to drive each regulated electric and natural gas IOU and gas storage operator to establish and continuously improve their organization-wide safety culture. Accordingly, the OIR provides guidance on the form and content of the safety culture assessments for regulated electric and natural gas IOUs and gas storage operators, provides a venue for a review of their safety culture as an organization, and will determine a process for ongoing review and refinement of their safety culture assessments in future years (CPUC 2021b).

In addition to Senate Bill 901's directives codified in California Public Utilities Code Section 8386.2 relating to electrical corporations, the OIR strengthens implementation of key directives from the Legislature related to CPUC oversight of natural gas utility safety management. That key legislation includes the following:

- **Assembly Bill 56:** Requires a gas corporation to file gas transmission and storage safety reports with CPUC.
- **Senate Bill 44:** Designates CPUC as the state authority responsible for regulating and enforcing intrastate gas pipeline transportation and pipeline facilities pursuant to federal law, including the development, submission, and administration of a state pipeline safety program certification for natural gas pipelines.
- **Senate Bill 705:** Requires each gas corporation to develop a plan, as specified, for the safe and reliable operation of its CPUC-regulated gas pipeline facility.

5.20.2.6 Gas Utility Safety Procedures

The existing Project Site facilities are required to meet all applicable federal and state requirements for safety. As such, SoCalGas currently performs specific testing and inspections at the Project Site as required by the Code of Federal Regulations, CPUC GO 112-F (CPUC 2015), and other relevant local regulations (e.g., Ventura County Air Pollution Control District). Gas utility facilities are also subject to the statewide California Air Resources Board Oil and Gas Methane Regulation, per 17 CCR, Division 3, Chapter 1, Subchapter 10: Climate Change, Article 4,

Subarticle 13: Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities, which has been in effect since January 1, 2018. This regulation includes quarterly third-party leak detection and repair (LDAR) inspections. The purpose of this regulation is to establish greenhouse gas emission standards for natural gas facilities and serve the purposes of the California Global Warming Solutions Act, Assembly Bill 32, as codified in Sections 38500–38599 of the California Health and Safety Code. The rule is intended to minimize methane leakage associated with gas storage, processing, and transmission. The rule also includes time frames for conducting timely repairs and re-inspections should a component be found to be leaking methane.

In order to comply with these and other applicable standards, there are a multitude of regular tests and inspections that occur at the existing Project Site facilities, which include the following:

- **Daily:** Facility rounds/remote monitoring
- **Weekly:** Hazardous materials storage area audio-visual inspections
- **Monthly:** Fire and safety equipment inspection; preventive maintenance and inspections per original equipment manufacturer's (OEM) specifications; spill prevention, control, and countermeasure inspections
- **Quarterly:** Fire and gas detector testing and inspections; emission testing; third-party leak inspections per the California Air Resources Board's statewide Oil and Gas Methane Regulation; preventive maintenance and inspections per OEM specifications
- **Semi-Annual:** Structural support integrity inspections; preventive maintenance and inspections per OEM specifications; internal environmental compliance audits and inspections
- **Annual:** Third-party fire equipment inspections, servicing, and testing; emergency shutdown (ESD) system testing and inspections; third-party emission testing; preventive maintenance and inspections per OEM specifications; valve maintenance and inspections; relief valve and transmitter inspections and testing; internal leak inspections
- **Other as Needed:** Stormwater compliance evaluations

When performing system testing, natural gas is released into on-site piping that feeds into SoCalGas's local distribution system. When a compressor or on-site pipeline is taken out of service for scheduled maintenance, SoCalGas uses state-of-the art technology to reduce/eliminate the venting of natural gas to atmosphere. Venting is accounted for in SoCalGas's greenhouse gas annual emission report.

5.20.3 Impact Questions

The Project's potential impacts on wildfire were evaluated using the impact questions set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. There are no additional CEQA impact questions included in the 2019 CPUC Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) that are applicable to wildfire (CPUC 2019b). The impact questions and significance conclusions are summarized in Table 5.20-5 and discussed in more detail in Section 5.20.4, Impact Analysis.

Table 5.20-5. Checklist for Wildfire

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
5.20a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
5.20b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
5.20c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
5.20d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

5.20.4 Impact Analysis

Methodology and Assumptions

The wildfire impact analysis provided in this section was based on a consideration of the potential wildfire hazard for the Development Area and surrounding vicinity as determined through a review of publicly available data from sources such as CAL FIRE and CPUC (e.g., FHSZ and HFTD maps), as well as a site-specific wildfire risk analysis (discussed in Section 5.20.1.3, Fire Risk). The Project area's topography, natural vegetation, and fuel loading, surrounding land use, and general susceptibility to wildfire were evaluated, considering the results of the following tasks:

- Topography evaluation
- Vegetation/fuel assessments
- Satellite/photograph documentation of the existing condition
- Confirmation/verification of hazard assumptions
- Off-site, adjacent property fuel and topography conditions
- Surrounding land use confirmations

- Necessary fire behavior modeling data
- Ingress/egress documentation
- Nearby fire station reconnaissance

As discussed in Section 5.20.1.3, fuel modeling was performed for the Project vicinity using CAL FIRE's FVEG dataset (CAL FIRE 2015). A fuel model was assigned to all pixels (30-meter [100-foot] scale) using WHRNAME (e.g., Mixed Chaparral) cross-walked to a surface fuel model (e.g., moderate load, dry climate scrub) (Scott and Burgan 2005). Weather data for the Development Area was obtained from the Casitas RAWS (Station ID 045308), which is approximately 8 miles north of the Development Area. The Fire Family Plus software package was utilized to compile hourly RAWS data from the past 10 years (i.e., 2012–2022). The digital elevation model (DEM 30-meter [100-foot] scale) for the Development Area and vicinity data was obtained from the LANDFIRE website (LANDFIRE 2023).

The Project's potential to impair an adopted emergency response or evacuation plan was evaluated based on a review of the City's adopted EOP and General Plan (specifically, General Plan policies and actions regarding emergency response and evacuation), as well as existing standards and procedures in place to address the potential for gas-related disasters (e.g., a gas leak or pipeline explosion). In the event of an emergency evacuation, evacuees from the Development Area and surrounding areas are assumed to utilize evacuation routes designated on the City's Westside Community Evacuation Route Map (City of Ventura 2023a). The applicable Westside Community evacuation routes are as follows (City of Ventura 2023a):

- For Westside Community areas west of North Ventura Avenue and north of El Medio Street/West Flint Street [including the Development Area]:
  - Head north on North Olive Steet, then west on West Stanley Avenue to access Highway 33 [SR-33] north or south to Highway 101 [U.S. Route 101]
- For Westside Community areas west of North Ventura Avenue and south of Vince Street:
  - Head south on North Olive Street towards Main Street to access Highway 33 north or south to Highway 101
- For Westside Community areas adjacent to or east of North Ventura Avenue and north of El Medio Street/West Flint Street [including E.P. Foster Elementary School]:
  - Head north on North Ventura Avenue, then west on West Stanley Avenue to access Highway 33 north or south to Highway 101
- For Westside Community areas adjacent to or east of North Ventura Avenue and south of Vince Street:
  - Head South on North Ventura Avenue toward Main Street to access Highway 33 north or south to Highway 101

Construction Fire Prevention Plan

In addition to compliance with applicable fire, building, and safety codes discussed in Section 5.20.2, Regulatory Setting, the Project would include a Construction Fire Prevention Plan (CFPP) (Preliminary Plan included as Appendix H of this PEA) to provide protocols for fire prevention. The CFPP includes the following chapters: (1) Purpose and Scope of Plan Coverage; (2) Fire Safety Team; (3) Responsibilities of Fire Safety Team Members (i.e. Fire Safety Manager and Assistant FSM); (4) Procedure in the Event of a Fire; (5) Fire Hazards and Housekeeping (i.e. Hot Work, Housekeeping, Combustible Materials, Flammable and Combustible Liquids, Natural Gas, Oil Waste Storage Area, Hazardous Waste Storage Area); (6) Fire Equipment (i.e. Fire Extinguishers and Monthly/Annual Inspections); (7) Monthly Fire Prevention Plan Checklist; (8) Emergency Vehicle Access Map; and (9) Evacuation Map.

Additional requirements set forth in the CFPP include the following:

- SoCalGas shall maintain contact information with local fire agency (City of Ventura) and local stations to assist responding firefighters during an emergency. SoCalGas shall annually engage the local fire agency to review emergency response plans.
- A fire watch (person responsible for monitoring for ignitions) shall be provided during hot work and shall monitor for a minimum of 30 minutes following completion of the hot work activities.
- No smoking shall be allowed within 50 feet of combustible materials storage, 25 feet of dispensing, 20 feet of storage/refueling areas, and no smoking on Red Flag Warning days. No-smoking signs shall be posted in these areas.
- Any combustible or flammable materials that need to be on site shall be stored away from ignition sources.

5.20a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Construction

Less-Than-Significant Impact. Impacts to an adopted emergency response or evacuation plan would be less than significant during construction, as described below.

The City is within the Cal OES Mutual Aid Region I, Cal OES Southern Administrative Region, and Ventura County OA (City of Ventura 2021). As discussed in Section 5.20.1, Environmental Setting, and Section 5.20.2, Regulatory Setting, the EOP is the primary (adopted) emergency response plan for the City, and is applicable to the Development Area/vicinity.[12] In the event of an emergency, the EOC Director—in coordination with the OA EOC/Operational Area Coordinator, and supported by City logistics, planning, operations, and management teams—would gather, analyze, and distribute information using the SEMS to all responding agencies within the City to support emergency response, coordinate mutual aid, and facilitate evacuation (City of Ventura 2021). The Development Area is also within the service area of the VCFD, which would provide primary emergency operation response to the Development Area.

As discussed in PEA Section 5.15, Public Services, Project construction would not have the potential to adversely affect emergency response times. While construction would lead to temporary increases in vehicle trips to/from the Development Area, such trips would not impede the movement of emergency vehicles or evacuation procedures. Most construction traffic would arrive at the Development Area via a primary access route off West Stanley Avenue, while some larger equipment pieces (e.g., the proposed compressors) would be brought to the site via North Olive Street. The transport of these larger equipment pieces would result in temporary closure or disruption of southbound travel along North Olive Street, which could substantially impair evacuation procedures along designated Westside Community evacuation routes. However, as a standard practice, SoCalGas would implement Project Best Management Practice (BMP) TRA-1 (Construction Traffic Control Plan; provided in full in PEA Section 5.17, Transportation) to manage traffic during construction. BMP-TRA-1 requires that any disruptions to traffic be planned in advance and that emergency responders be alerted prior to the closure. Emergency responders would be routed around the closure and are always allowed to use available travel lanes, such as the northbound

[12] As previously discussed under "City of Ventura Emergency Response and Evacuation Plans" in Section 5.20.2.4, Local, the EOP, as a broader planning document, also recognizes other local/regional emergency response and evacuation plans, which augment or inform the EOP, including the County OA EOP (City of Ventura 2021).

lane, if needed. The SEMS would ensure proper communication of this information during an active emergency situation or evacuation order.

Were an evacuation order to occur during Project construction, construction workers would be routed north along North Olive Street toward Stanley Avenue. Most of the residential development in the Westside Community, including E.P. Foster Elementary School, is located adjacent to/east of North Ventura Avenue or south of Vince Street. Therefore, evacuation of Development Area construction workers would not substantially congest the community's primary evacuation routes (i.e., south along North Olive Street or north–south along North Ventura Avenue). Furthermore, increases in traffic in the Project area associated with Project construction would be temporary and periodic. Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. In addition, BMP-TRA-1 would ensure implementation of traffic safety features (e.g., flag persons) and proper notification of potential construction-related roadway disturbances. In the event of an emergency or evacuation situation, prior notification and coordination with the City, including VCFD, would ensure that any construction-related roadway disturbances would be communicated through the appropriate channels via SEMS and other applicable EOP implementation procedures (e.g., required City EOC and OA EOC coordination). These procedures would reduce the likelihood for temporary construction activities and periodic construction traffic to impede the paths or speeds of emergency vehicles or substantially interfere with Westside Community evacuation orders/routes. Finally, SoCalGas would implement CPUC-FIRE-1 (Construction Fire Prevention Plan) and CPUC-FIRE-2 (Fire Prevention Practices [Construction and Operation]), which, through enhanced training and communication protocols for construction workers and Project Site employees/ maintenance personnel, would facilitate improved coordination with emergency responders during a disaster or large-scale emergency necessitating implementation of the EOP or evacuation orders.

The Project would implement CPUC-FIRE-1, CPUC-FIRE-2, and BMP-TRA-1 to address traffic and fire safety during construction (including advanced notification and coordination with first responders) and would not cause substantial congestion on designated evacuation routes. Therefore, Project construction would not have the potential to impair implementation of the EOP during construction activities, including designated evacuation routes/procedures, and impacts would be less than significant.

Operation

No Impact. The potential to impair an adopted emergency response or evacuation plan is typically associated with a substantial population increase or a substantial increase in developed structures that would require evacuation onto a substandard or undersized roadway. Alternatively, the potential to impair an adopted emergency response or evacuation plan could involve a substantial increase in potentially hazardous activities that could result a large-scale disaster, such as a wildfire or hazardous materials release. For the reasons enumerated below, Project operations would not meet these conditions and therefore would not result in significant environmental impacts pertaining to implementation of the EOP or Westside Community evacuation routes/procedures.

As discussed in Section 5.20.2.4, Local (under City of Ventura Emergency Response and Evacuation Plans), VCFD would provide primary emergency response and evacuation assistance to the Project Site in the event of a large-scale disaster requiring implementation of EOP procedures (including evacuation orders). Upgrading the existing compressor station with new equipment pieces and modern structures may serve to reduce the potential for a large-scale disaster to occur at the Project Site (such as a gas leak or gas-related explosion),

because equipment and structures would be modernized and/or brought into compliance with updated fire, safety, and building codes (e.g., Titles 19 and 24 of the CCR, the California Health and Safety Code). Therefore, the Project would not increase the likelihood of an emergency situation at the Project Site relative to existing conditions that could facilitate the need for emergency evacuation or response. Furthermore, as discussed in Section 5.20.2, Regulatory Setting (including Section 5.20.2.6, Gas Utility Safety Procedures), the existing Project Site facilities are required to comply with numerous safety standards and practices. These safety features and practices would continue to reduce the potential for conflicts with EOP implementation to arise by decreasing the likelihood and/or severity of an emergency at the site.

Under operational conditions, the Project would add one new on-site worker during working hours, which would not impact vehicular traffic accessing the site. No road closures or lane closures would occur during Project operations. Project operations would not generate visitors to the property or otherwise add new traffic or new roadway obstructions such that emergency vehicles or evacuation procedures could be impeded. Therefore, as it relates to implementation of the adopted EOP or Westside Community evacuation procedures, the Project would not have the potential to impair implementation of the EOP during long-term operation, including designated evacuation routes/procedures, and no impact would occur.

5.20b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project would continue to operate in a manner consistent with existing operational conditions. For the reasons discussed in further detail in the following paragraphs, construction and operation of the Project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, and would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Project occupants would include temporary construction workers as well as four full-time employees and occasional maintenance personnel. As discussed in Section 5.20.1.1, High Fire Risk Areas and State Responsibility Areas, the Project Site is not within a CPUC HFTD, an SRA, or a designated FHSZ. The Development Area is urban, flat, and lacks the vegetation needed to facilitate wildfire spread (see Figures 5.20-6 and 5.20-8).[13] As illustrated in Figure 5.20-7, wind speed and direction are not altered at the Project Site. Furthermore, the immediate areas surrounding the Development Area are also urban and do not include natural fuels likely to propagate wildfire spread in the event of ember dispersal (see Section 5.20.1.3, Fire Risk). Therefore, direct exposure to wildfire at the Project Site is unlikely. The closest natural vegetation to the Development Area exists within the Ventura River drainage beyond the Ventura River levee, approximately 700 feet west of the Staging Area. However, Project construction would not involve activities within or adjacent to this area or any other natural areas with high or moderate fuel loads (i.e., high-risk, or hazardous vegetation).

It is anticipated that the proposed facilities may ultimately serve to reduce the potential for wildfire spread, as equipment and structures would be modernized and/or brought into compliance with updated fire, safety, and building codes (e.g., Titles 19 and 24 of the CCR, the California Health and Safety Code). Furthermore, as discussed above and in accordance with CPUC-FIRE-1, the Project includes a CFPP to

[13] The Project would not result in the creation of new slopes. Cut and fill grading would be completed primarily for over-excavation and recompaction of unsuitable soils beneath proposed foundations, and the Project does not include landscaping with the potential to contribute new, high-risk vegetative fuel sources. Thus, fire risk modeling conducted for the existing Project Site is applicable to Project conditions, because the input factors required for such modeling (e.g., slope, humidity, temperature, wind, vegetation) would not change under the Project.

reduce the risk of on-site ignition and off-site spread, including a fire watch person during "hot work," prohibitions on smoking in hazardous areas or in high-risk conditions. and storage of flammable materials away from potential ignition sources. Additionally, the Project would implement CPUC-FIRE-2, which would facilitate enhanced communication protocols, fire patrols, training in fire-safe actions and firefighting, fire suppression equipment provisions for employees/maintenance personnel, and other fire prevention practices, which would further reduce the potential for on-site ignition and spread of wildfire. For the reasons discussed above, Project construction and operation would not exacerbate wildfire risks due to slope, wind, or other factors, and would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, no impact would occur.

5.20c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less-Than-Significant Impact. Although the Project would require installation of new compressor equipment and associated infrastructure (including a new, on-site emergency access ramp/fire road and on-site replacement of two electrical poles with conduit connecting to existing overhead electrical infrastructure), these improvements would be constructed on site and would help bring the Project into compliance with modern building, fire, and safety codes and would not exacerbate fire risk.

Operation of the Project's new on-site and adjacent utility infrastructure would not exacerbate fire risk or long-term environmental impacts, as discussed in further detail in the following paragraphs. The Project is in an urban setting and is well served by existing water and electrical utilities. As discussed in PEA Section 5.19, Utilities and Service Systems, existing water sources and electrical supply to the Project Site would be sufficient to supply and power the Project, including the on-site new water lines, power lines, and electric compression equipment.

Two replacement utility poles with new electric lines would be required to meet on-site electric demand from the new electric compressors. New utility connections to adjacent SCE infrastructure, such as aboveground electrical and telecommunication conduit, would be sited and installed based on geotechnical field conditions. As discussed previously, the Project Site and vicinity is urban and lacks the vegetation needed to facilitate wildfire spread. However, regular inspection, regardless of habitat type, is necessary to maintain proper power line clearances. In accordance with tree and power line clearance requirements in California Public Resources Code Section 4293 and CPUC GO 95, SoCalGas would maintain the Project Site to ensure that no vegetation occurs within the property boundary and would manage fire and safety hazards and ensure the electrical reliability of the proposed on-site poles and conduit. Protective equipment in the adjacent public right-of way, such as circuit breakers, reclosers, and fuses, are standard components of the grid that help keep workers and the public safe by automatically shutting off the power in the case of a disturbance. SCE, in partnership with the City and/or applicable Southern California Joint Pole Committee operators, regularly inspects, maintains, and repairs the electrical infrastructure in the City. These activities involve both routine preventive maintenance and emergency procedures to maintain service continuity. Inspectors perform aerial and ground inspections of facilities and patrol aboveground components annually. Inspection for corrosion, equipment misalignment, loose fittings, and other common mechanical problems is performed at least every 3 years (per CPUC GO 165) for power lines. As discussed in PEA Section 5.19, existing electrical supply capacity and off-site generation/transmission infrastructure is sufficient to serve the Project. Thus, no new off-site poles or other new or expanded electrical infrastructure (such as off-site SCE transmission lines and/or expanded generation facilities) would be required to serve the Project.

On-site water conveyance infrastructure is adequate to serve the Project Site, no substantial changes in water use are proposed for the Project Site, and water purveyors have demonstrated adequate water supplies to serve the Project (see PEA Section 5.19.4, Impact Analysis, for further details regarding the Project's anticipated water demand/supply). Therefore, the Project would not require a new emergency water source. Furthermore, the proposed emergency access ramp/fire road would be contained and operated on site for use in the event of an emergency and would not involve any substantial changes to the terrain or add any features (e.g., new high-risk vegetation sources) that would potentially exacerbate fire risk. The fire road, access ramp, and proposed fire water lines would improve safety conditions and support fire-suppression activities. In accordance with existing practice and procedure, SoCalGas would continue to communicate and coordinate with VCFD to ensure safety conditions during Project operation and help facilitate effective fire suppression and other emergency response procedures. For the reasons discussed above, Project operation would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in temporary or ongoing impacts to the environment, and impacts would be less than significant.

5.20d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The closest hillslopes to the Development Area are roughly 0.4 and 0.6 miles to the west and east, respectively. As illustrated on Figure 5.20-4, the approximately 281,790-acre Thomas Fire burned this eastern hillslope area in December 2017. However, as illustrated in Figure 5.20-6, the Development Area and the immediately surrounding urban areas are entirely flat and would remain relatively flat following construction. Cut and fill grading would be completed primarily for over-excavation and recompaction of unsuitable soils beneath proposed foundations. As discussed in PEA Section 5.7, Geology, Soils, and Paleontological Resources, based on the flat topography, there is no potential for slope instability and the Project would not directly or indirectly cause substantial adverse effects involving landslides. Furthermore, as discussed in PEA Section 5.10, Hydrology and Water Quality, the drainage across the site would not change substantially. Based on this fact in combination with the proposed construction of a stormwater capture and detention basin, the Project would not substantially alter the existing drainage of the site such that increased stormwater runoff rates and associated on- or off-site erosive scour would occur. Furthermore, as discussed under Impact Question 5.20b), the Development Area is not within an SRA, an FHSZ, or a CPUC HFTD. Although the Staging Area is partially within a WUI, the Development Area and vicinity is urban, flat, and lacks the vegetation needed to facilitate wildfire spread. Finally, as discussed in Section 5.20.1.2, there is no history of fire occurrence on the Development Area. In summary, under existing and Project conditions, the Development Area lacks the steep topography necessary to result in significant risks to people or structure due to post-fire runoff or slope instability, and the Project would not substantially change drainage conditions. The Project would not cause a direct or reasonably foreseeable indirect physical change to existing baseline conditions in or near the Project area, as informed by the analysis of the whole of the action for purposes of CEQA. Therefore, no impact would occur.

5.20.5 Mitigation Measures

The Project would have no impacts or less-than-significant impacts; therefore, no mitigation is required.

5.20.6 Level of Significance Summary

Project construction would have a less-than-significant impact related to the potential to substantially impair an adopted emergency response plan or emergency evacuation plan. Project operation would have no impact related to the potential to substantially impair an adopted emergency response plan or emergency evacuation plan.

The Project would have no impact related to the potential to exacerbate wildfire risks due to slope, prevailing wind, and other factors.

The Project would have a less-than-significant impact related to the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

The Project would have no impact related to the potential to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

5.20.7 Avoidance and Minimization Measures

As part of Project implementation, SoCalGas would implement the avoidance and minimization measures in the following subsections as part of its efforts toward compliance with applicable rules and regulations.

5.20.7.1 CPUC Recommended Environmental Measures

CPUC-FIRE-1 Construction Fire Prevention Plan. A Project-specific Construction Fire Prevention Plan for both construction and operation of the Project shall be submitted for review prior to initiation of construction. A draft copy of the Plan shall be provided to the CPUC and state and local fire agencies at least 90 days before the start of any construction activities. Plan reviewers shall also include federal, state, or local agencies with jurisdiction over areas where the Project is located. The final Plan shall be approved by the CPUC at least 30 days prior to the initiation of construction activities. The Plan shall be fully implemented throughout the construction period and include the following at a minimum:

- The purpose and applicability of the Plan
- Responsibilities and duties
- Preparedness training and drills
- Procedures for fire reporting, response, and prevention that include:
  - Identification of daily site-specific risk conditions
  - The tools and equipment needed on vehicles and to be on hand at sites
  - Reiteration of fire prevention and safety considerations during tailboard meetings
  - Daily monitoring of the red-flag warning system with appropriate restrictions on types and levels of permissible activity
- Coordination procedures with federal and local fire officials
- Crew training, including fire safety practices and restrictions
- Method(s) for verifying that all Plan protocols and requirements are being followed

A Project Fire Marshal or similar qualified position shall be established to enforce all provisions of the Construction Fire Prevention Plan as well as perform other duties related to fire detection, prevention, and suppression for the Project. Construction activities shall be monitored to ensure implementation and effectiveness of the Plan.

CPUC-FIRE-2 Fire Prevention Practices (Construction and Maintenance). SoCalGas shall implement ongoing fire patrols during the fire season as defined each year by local, state, and federal fire agencies. These dates vary from year to year, generally occurring from late spring through dry winter periods. During Red Flag Warning events, as issued daily by the National Weather Service, all construction/maintenance activities shall cease, with an exception for transmission line testing, repairs, unfinished work, or other specific activities which may be allowed if the facility/equipment poses a greater fire risk if left in its current state.

All construction/maintenance crews and inspectors shall be provided with radio and cellular telephone access that is operational in all work areas and access routes to allow for immediate reporting of fires. Communication pathways and equipment shall be tested and confirmed operational each day prior to initiating construction/maintenance activities at each work site. All fires shall be reported to the fire agencies with jurisdiction in the area immediately upon discovery of the ignition.

All construction/maintenance personnel shall be trained in fire-safe actions, initial attack firefighting, and fire reporting. All construction/maintenance personnel shall be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats. All construction/maintenance personnel shall carry at all times a laminated card and be provided a hard hat sticker that list pertinent telephone numbers for reporting fires and defining immediate steps to take if a fire starts. Information on laminated contact cards and hard hat stickers shall be updated and redistributed to all construction/maintenance personnel and outdated cards and hard hat stickers shall be destroyed prior to the initiation of construction/maintenance activities on the day the information change goes into effect.

Construction/maintenance personnel shall have fire suppression equipment on all construction vehicles. Construction/maintenance personnel shall be required to park vehicles away from dry vegetation. Water tanks and/or water trucks shall be sited or available at active project sites for fire protection during construction. SoCalGas shall coordinate with applicable local fire departments prior to construction/maintenance activities to determine the appropriate amounts of fire equipment to be carried on vehicles and, should a fire occur, to coordinate fire suppression activities.

5.20.7.2 Project Best Management Practices

No BMPs specifically applicable to wildfire are proposed for the Project; however, the following BMP for transportation-related impacts (provided in full in Section 5.17.5.2) would also reduce wildfire impacts:

- BMP-TRA-1 (Construction Traffic Control Plan)

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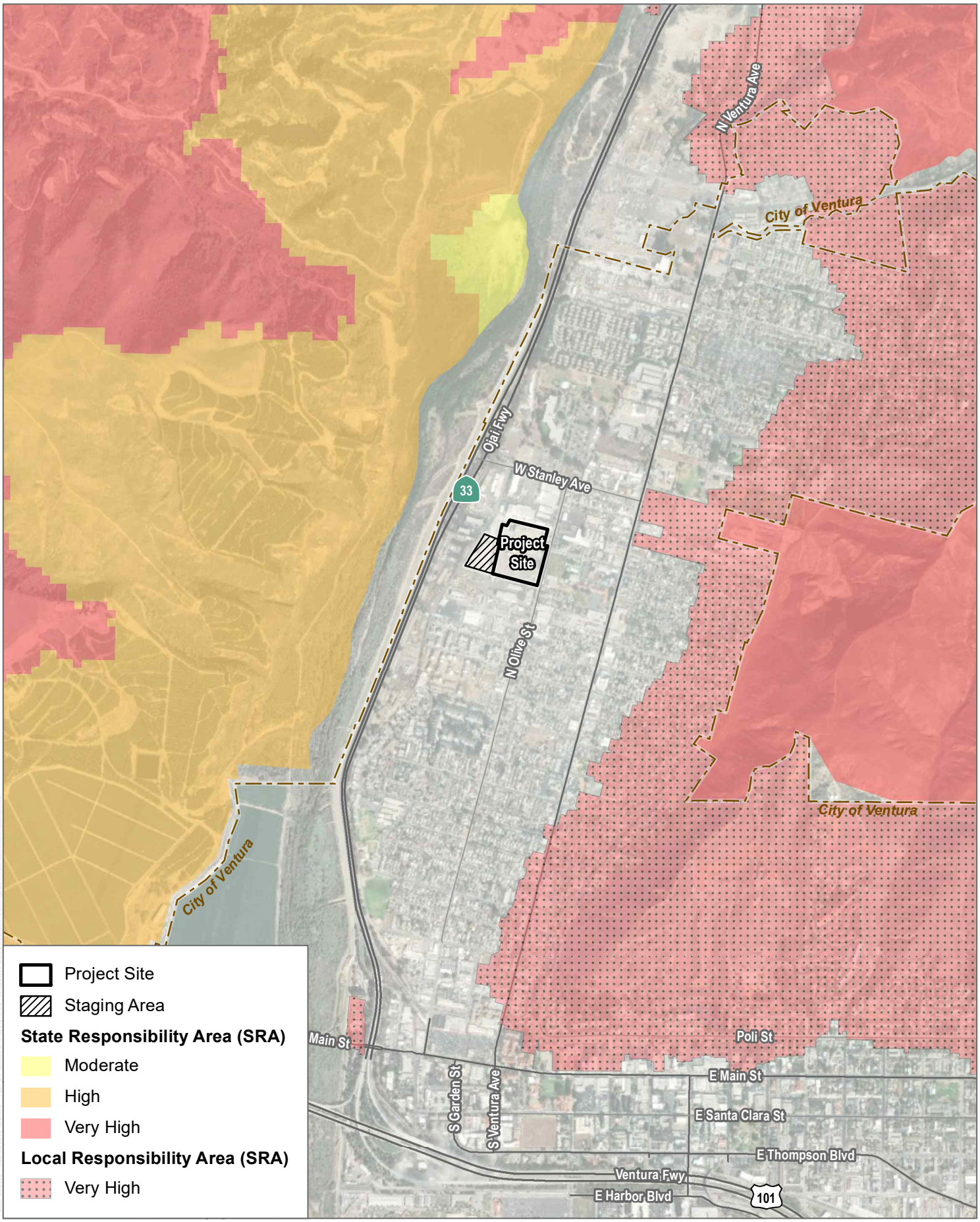

SOURCE: Esri and Digital Globe, Open Street Map, California Department of Forestry and Fire Protection (CAL FIRE)

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0 750 1,500 Feet

FIGURE 5.20-1

Fire Hazard Severity Zones

Ventura Compressor Station Modernization Project

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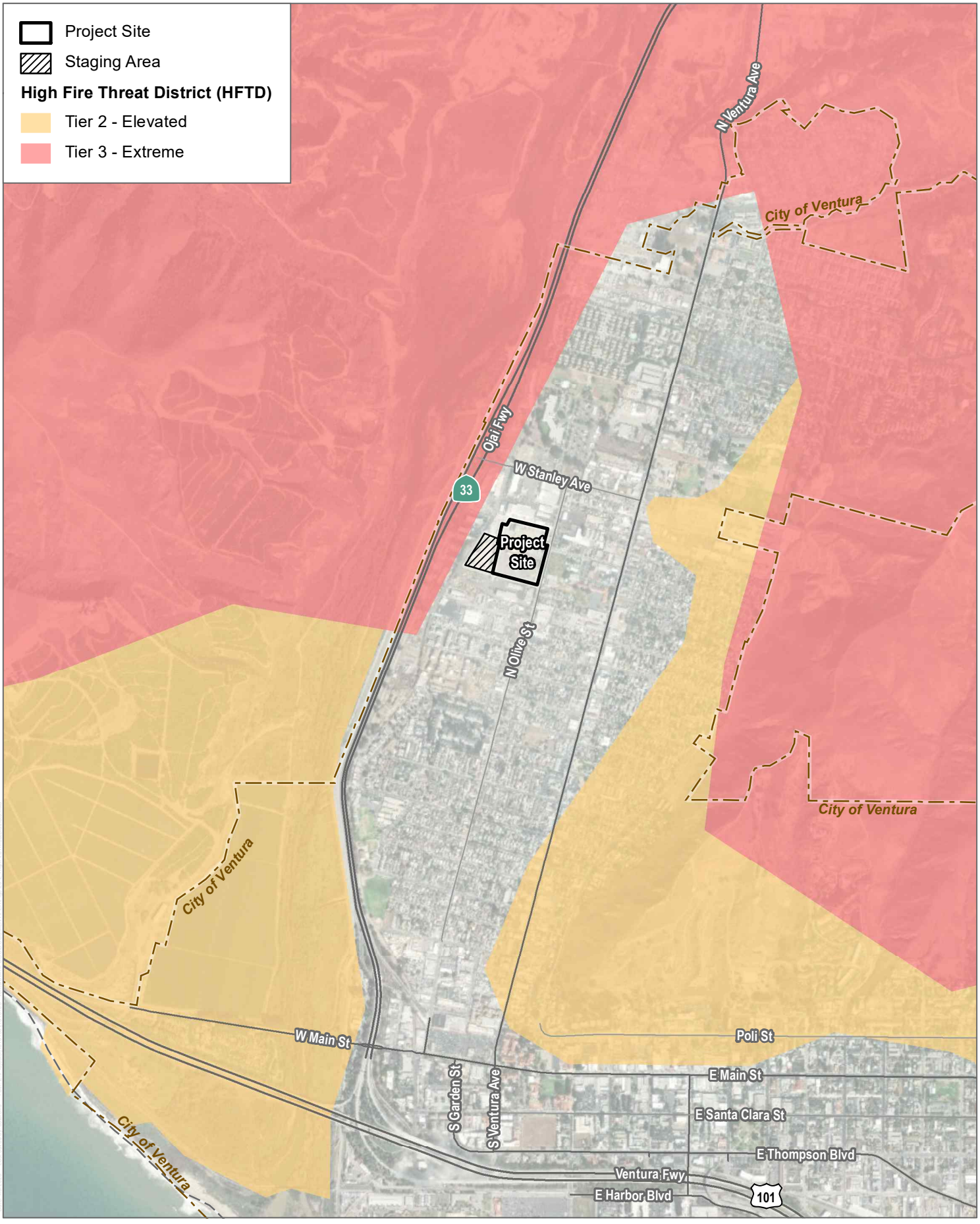

SOURCE: Esri and Digital Globe, Open Street Map, California Department of Forestry and Fire Protection (CAL FIRE) 2015

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FIGURE 5.20-2

CPUC High Fire Threat Districts

Ventura Compressor Station Modernization Project

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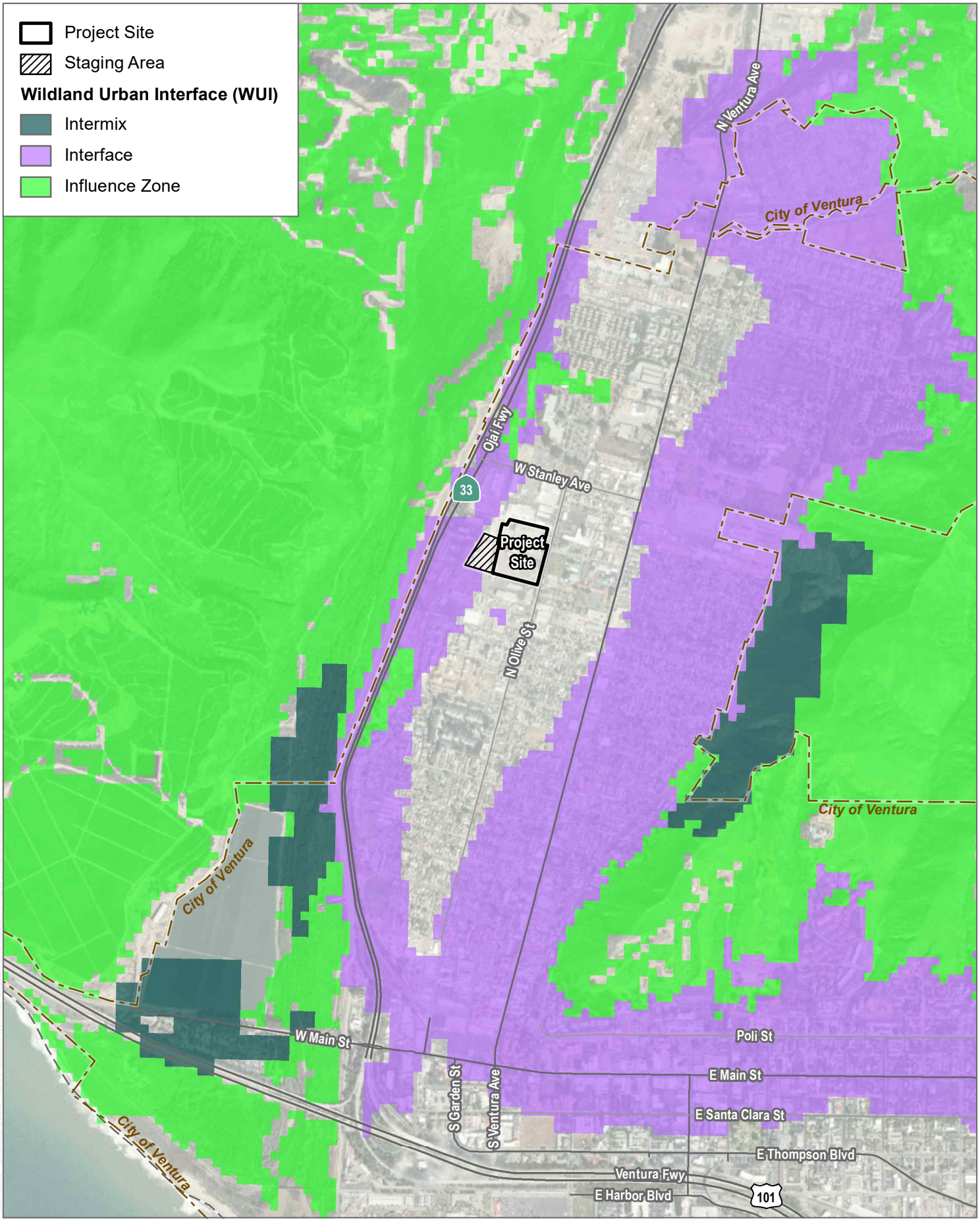

SOURCE: Esri and Digital Globe, Open Street Map, California Department of Forestry and Fire Protection (CAL FIRE) 2015

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FIGURE 5.20-3

Wildland-Urban Interface

Ventura Compressor Station Modernization Project

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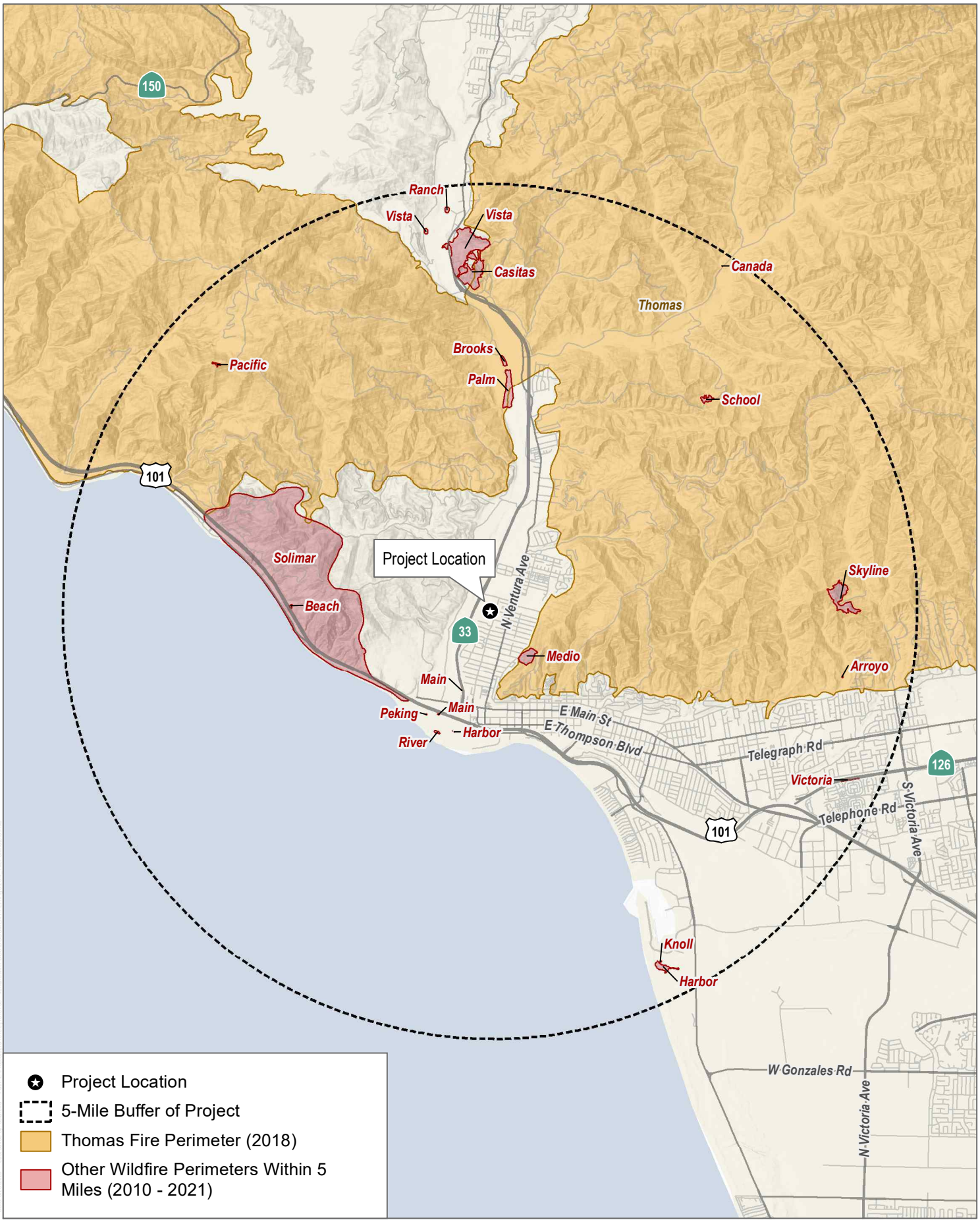

SOURCE: USGS National Hydrography Dataset

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0 0.75 1.5 Miles

FIGURE 5.20-4

Fire Perimeters (2010-2021)

Ventura Compressor Station Modernization Project

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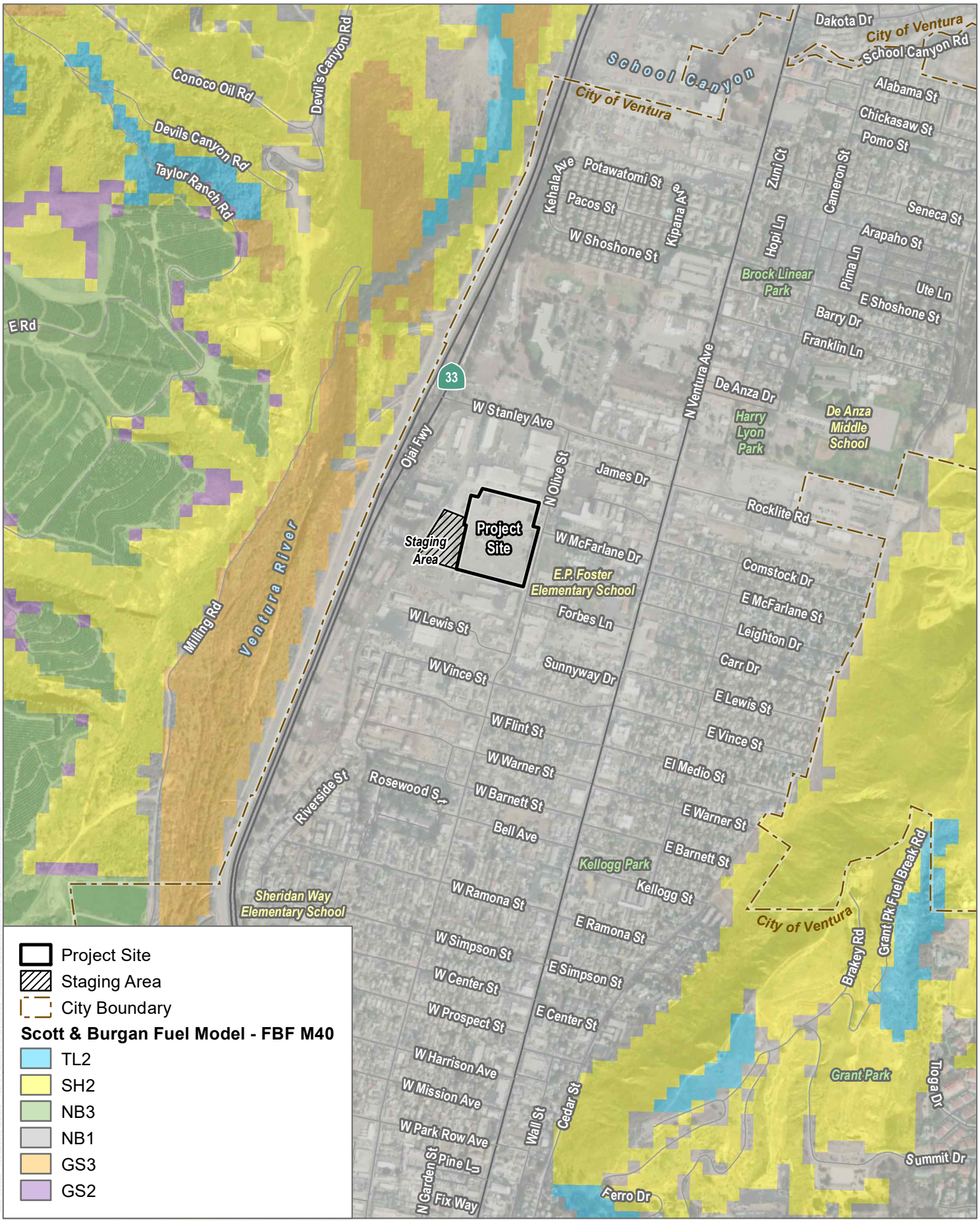

SOURCE: Esri and Digital Globe, Open Street Map, CA FRAP FVEG Dataset 2015

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FIGURE 5.20-5

Scott and Burgan Fuel Model

Ventura Compressor Station Modernization Project

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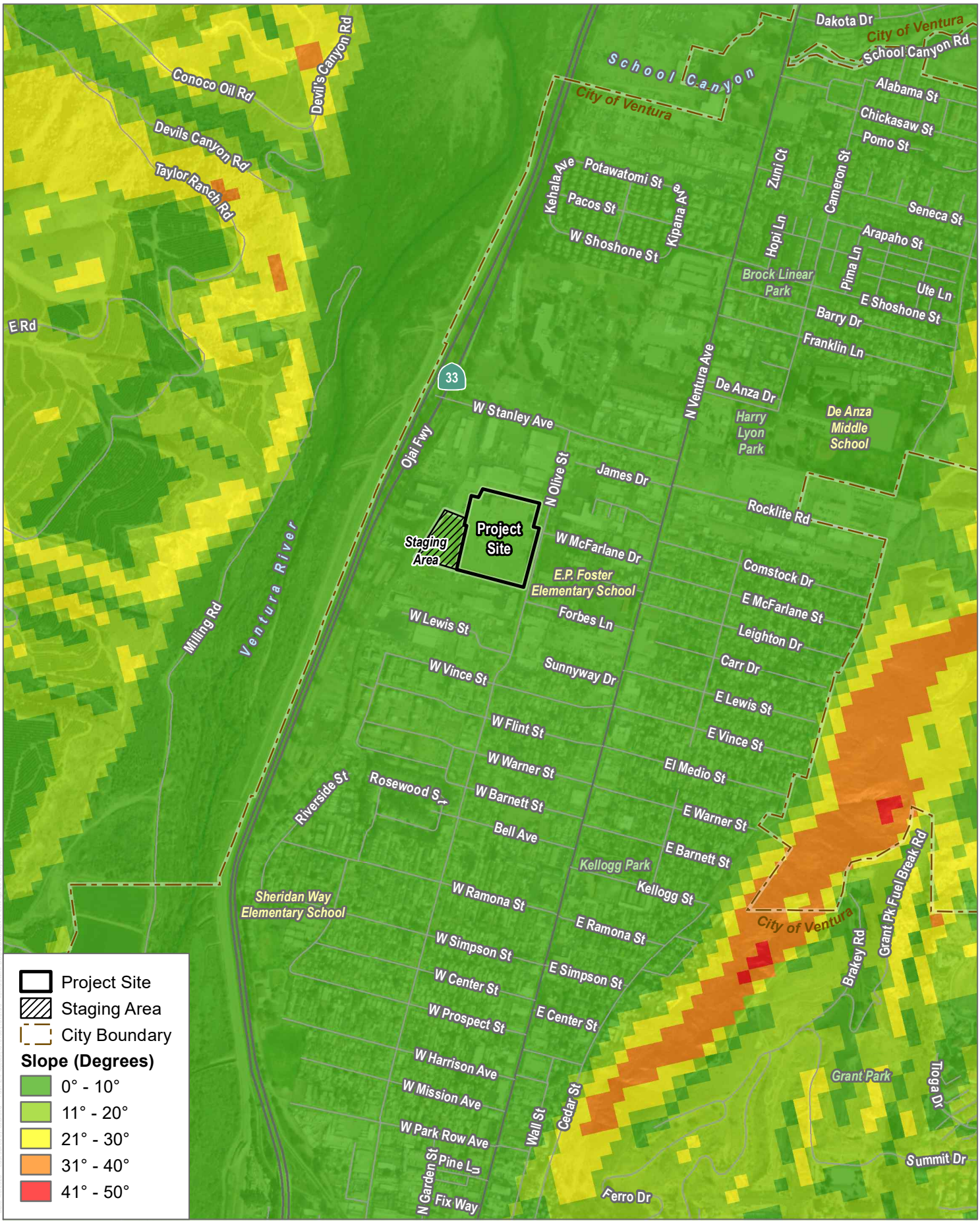

SOURCE: Esri and Digital Globe, Open Street Map, LANDFIRE, 2020

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FIGURE 5.20-6

Slope

Ventura Compressor Station Modernization Project

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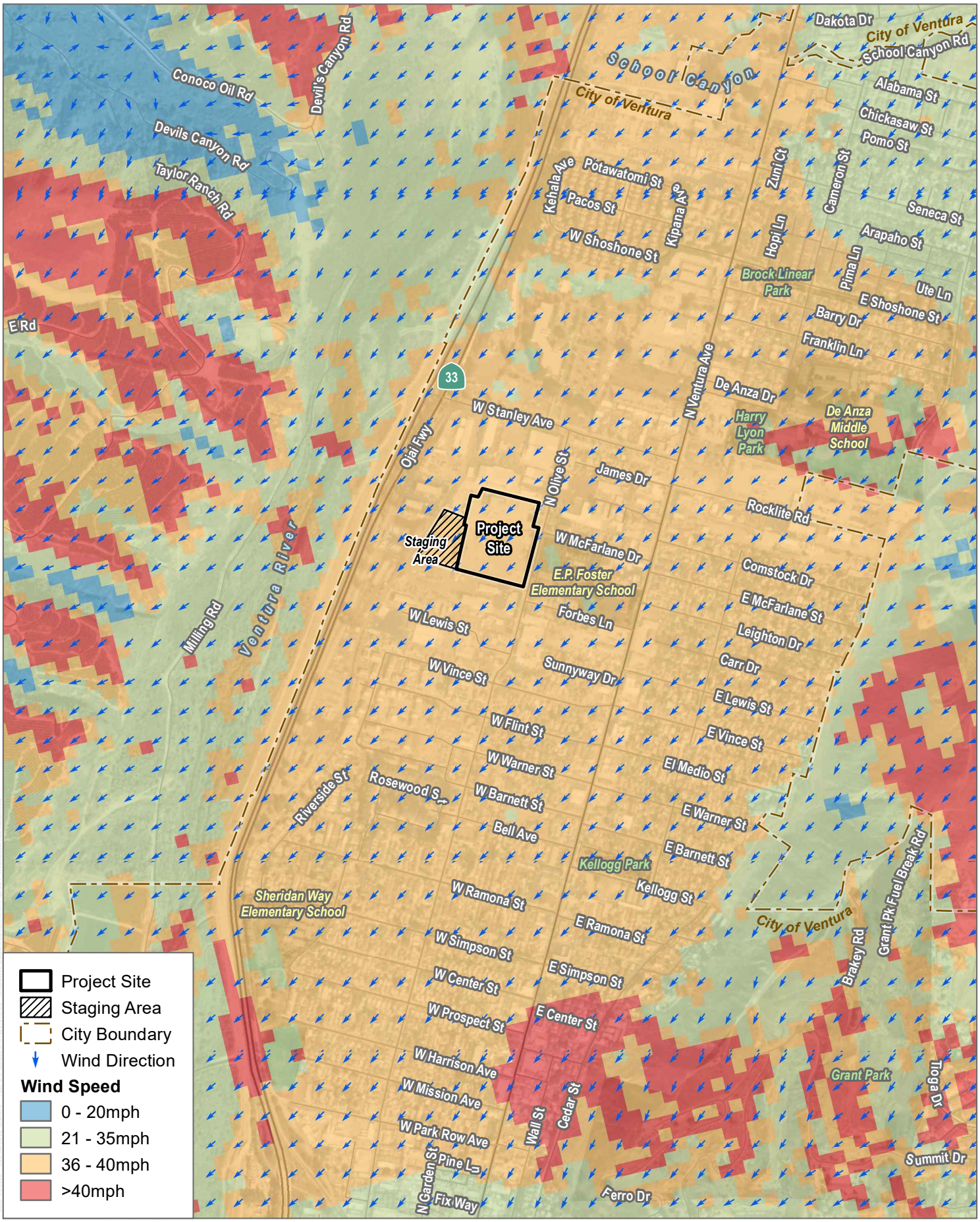

SOURCE: Esri and Digital Globe, Open Street Map, LANDFIRE, 2020

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FIGURE 5.20-7

Wind Speed and Direction

Ventura Compressor Station Modernization Project

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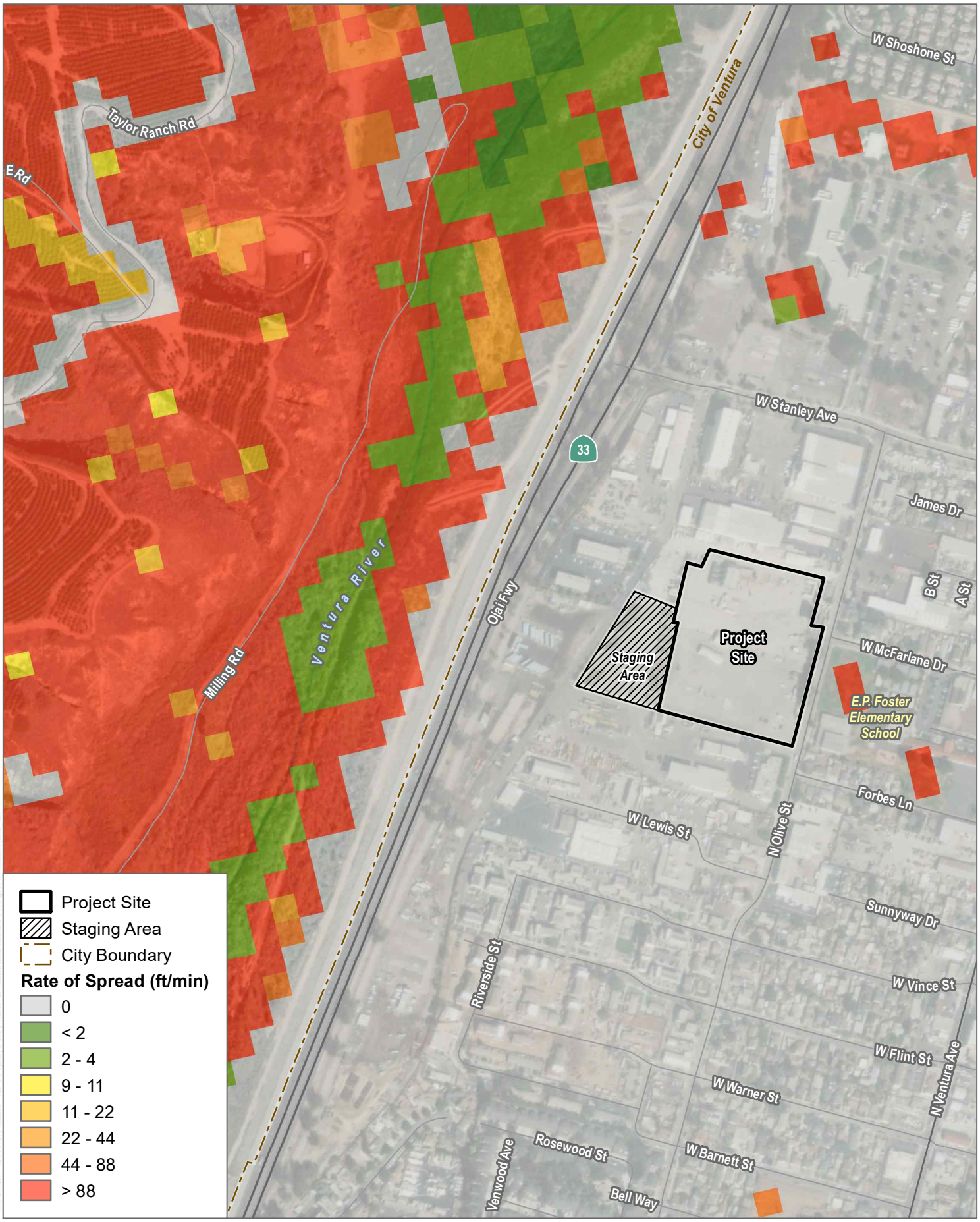

SOURCE: Esri and Digital Globe, Open Street Map, LANDFIRE, 2020

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FIGURE 5.20-8

Fire Rate of Spread

Ventura Compressor Station Modernization Project

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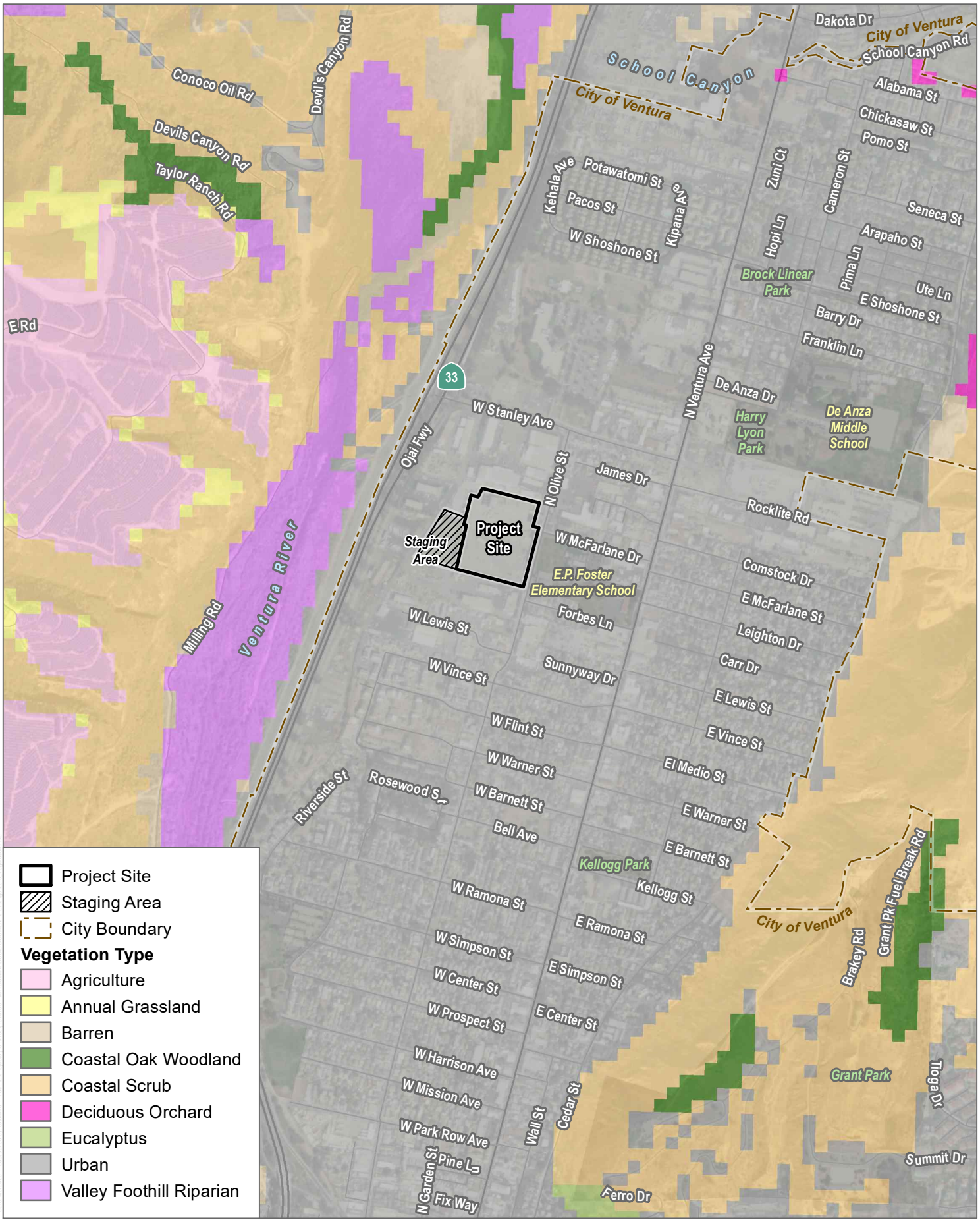

SOURCE: Esri and Digital Globe, Open Street Map, FRAP FVEG Dataset 2015

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0 500 1,000 Feet

FIGURE 5.20-9

Vegetation Communities

Ventura Compressor Station Modernization Project

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5.21 Mandatory Findings of Significance

This section of the Proponent's Environmental Assessment (PEA) provides an analysis of the mandatory findings of significance associated with the proposed Ventura Compressor Station Modernization (Project). In accordance with Section 15064 of the California Environmental Quality Act (CEQA) Guidelines, this section provides substantial evidence that is used to support the determination of whether the Project would result in significant environmental impacts.

5.21.1 Impact Questions

The Project's potential impacts for each of the mandatory findings of significance were evaluated using the impact questions set forth in Appendix G of the CEQA Guidelines and the 2019 California Public Utilities Commission (CPUC) Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-Filing and Proponent's Environmental Assessments (CPUC Guidelines) (CPUC 2019). The impact questions and significance conclusions are summarized in Table 5.21-1 and discussed in more detail in Section 5.21.2, Impact Analysis.

Table 5.21-1. Checklist for Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Mandatory Findings of Significance				
5.21a) Does the project have the potential to substantially 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, substantially 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?	☐	☐	☒	☐
5.21b) Does the project have impacts that are individually limited, but cumulatively considerable? ("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.)	☐	☐	☒	☐

Table 5.21-1. Checklist for Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5.21c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

5.21.2 Impact Analysis

5.21a) Does the project have the potential to substantially 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, substantially 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?

Less-Than-Significant Impact. As described throughout this PEA, the Project would not degrade the quality of the environment; substantially reduce the habitats of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels threaten to eliminate a plant or animal; or eliminate important examples of major periods of California history or prehistory. The project would comply with all existing regulations related to biological, cultural, and paleontological resources and no additional mitigation would be required. Therefore, impacts would be less than significant.

5.21b) Does the project have impacts that are individually limited, but cumulatively considerable? ("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.)

Less-Than-Significant Impact. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an environmental impact report (EIR) must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The Project would not result in potentially significant Project-related impacts and no mitigation is required for the Project. Thus, when coupled with potential impacts related to the implementation of other related projects throughout the broader Project area, the Project would not considerably contribute to cumulative impacts in the greater Project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels. Therefore, while cumulative impacts are always possible, the Project would result in individually limited, but not cumulatively considerable, cumulative impacts.

5.21c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less-Than-Significant Impact. As evaluated throughout this PEA, all environmental impacts associated with the Project would be less than significant with compliance with federal, state, and local laws and regulations. Additionally, Project best management practices and CPCU Recommended Environmental Measures would be implemented as appropriate. Thus, the Project would not directly or indirectly cause substantial adverse effects on human beings and impacts would be less than significant.

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6 Comparison of Alternatives

The Ventura Compressor Station Modernization Project (Project), as proposed, does not have any potentially significant environmental impacts. All resource areas were determined to have less-than-significant impact or no impacts after consideration of compliance with applicable regulations and best practices. As part of Project implementation, SoCalGas would implement Project Best Management Practices (BMPs) as part of its compliance commitments to ensure consistency with applicable rules and regulations. California Public Utilities Commission (CPUC) Recommended Environmental Measures were also incorporated into the Project as appropriate.

As such, to provide a thorough and thoughtful consideration of the Project alternatives, a qualitative evaluation of each environmental resource area is provided below for each of the five Project alternatives discussed in Chapter 4 of this PEA. Table 6-1 provides a summary table for comparison of the impacts of each alternative, and the qualitative evaluations are presented in Section 6.2, Alternatives Comparison.

6.1 Alternatives Summary

Table 6-1. Comparison of Impacts by Alternative

Resource Topic	Project	No Project	Supplemental EDC	Avocado Site	Devil's Canyon Road Site	Ventura Steel Site
Aesthetics	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Less** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread
Agriculture and Forestry Resources	No impact	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread
Air Quality	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Greater** ▪ Less localized and more widespread	▪ Short-term: **Less** ▪ Long-term: **Greater** ▪ Less localized and more widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ Less localized and more widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ Less localized and more widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ Less localized and more widespread
Biological Resources	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread
Cultural Resources	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread

Table 6-1. Comparison of Impacts by Alternative

Resource Topic	Project	No Project	Supplemental EDC	Avocado Site	Devil's Canyon Road Site	Ventura Steel Site
Energy	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Less** ▪ Less widespread	▪ Short-term: **Less** ▪ Long-term: **Greater** ▪ No more widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread
Geology, Soils, and Paleontological Resources	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread
Greenhouse Gas Emissions	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ Less widespread	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread
Hazards, Hazardous Materials, and Public Safety	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread
Hydrology and Water Quality	No impact	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread
Land Use and Planning	Less than significant	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread

Table 6-1. Comparison of Impacts by Alternative

Resource Topic	Project	No Project	Supplemental EDC	Avocado Site	Devil's Canyon Road Site	Ventura Steel Site
Mineral Resources	No impact	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread
Noise	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Less** ▪ Long-term: **Less** ▪ No more localized or widespread	▪ Short-term: **Less** ▪ Long-term: **Less** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Less** ▪ More widespread
Population and Housing	Less than significant	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread
Public Services	No impact	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread
Recreation	No impact	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread

Table 6-1. Comparison of Impacts by Alternative

Resource Topic	Project	No Project	Supplemental EDC	Avocado Site	Devil's Canyon Road Site	Ventura Steel Site
Transportation	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread
Tribal Cultural Resources	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread
Utilities and Service Systems	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Less** ▪ No more localized and less widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Similar** ▪ More widespread
Wildfire	Less than significant	▪ Short-term: **Less** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Similar** ▪ Long-term: **Similar** ▪ No more localized or widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread	▪ Short-term: **Greater** ▪ Long-term: **Greater** ▪ More widespread

Notes: EDC = Electric-Driven Compressor.

6.2 Alternatives Comparison

6.2.1 No Project Alternative

Aesthetics

Under the No Project Alternative, no new development would take place on the Project Site beyond maintenance, replacement, or upgrades to the existing facility. The existing compressor station would remain in its current state. Because no new buildings or ancillary structures would be constructed, impacts to aesthetic resources for the No Project Alternative would be less than the Project during construction. Similarly, the proposed compressor station would not be constructed under the No Project Alternative and long-term views of distant hills would not be affected, and long-term operational impacts would be less than the Project. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Agriculture and Forestry Resources

Under the No Project Alternative, the Project Site would remain developed as an existing compressor station. The Project Site currently has no agriculture or forestry resources and the No Project Alternative would not alter the land use. Therefore, impacts related to agriculture and forestry resources would be similar to the Project. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Air Quality

Under the No Project Alternative, the Project Site would remain developed as an existing compressor station. Emissions associated with normal operations, as well as maintenance and repair activities necessary for the continued operation of the existing compressor station, would continue. Activities necessary for continued operation could entail overhaul and upgrades of individual compressor units and potential replacement of deteriorating compressor foundations and ancillary components such piping, piping supports, pipe appurtenances, electrical infrastructure, instrumentation, and obsolete control systems. However, the scale of the maintenance, replacement, or upgrades to the existing infrastructure would be less than those proposed by the Project. The operation of the existing compressor station is in compliance with Ventura County Air Pollution Control District rules and regulations.

On a potential-to-emit basis, the No Project Alternative would result in long-term operational emissions for criteria pollutants that would be greater for nitrogen oxides (NO_x) and reactive organic compounds (ROCs), less for carbon monoxide (CO), and similar for respirable particulate (PM_{10}) and sulfur oxides (SO_x) compared to those of the Project. As part of this alternative, the three approximately 40-year-old natural gas compressors would not be replaced by two newer, more efficient natural gas compressors that would have advanced non-selective catalytic reduction (NSCR) emissions control systems. Furthermore, under this alternative, the two new electric compressors, which would result in lower (zero) criteria pollutant emissions than the proposed new natural gas compressors and could be operated preferentially over the natural gas compressors, would not be installed. The diesel-fueled emergency generator would not be replaced with a backup natural gas engine; therefore, diesel particulate matter (DPM) emissions would not be eliminated under this alternative. Although the existing compressors have a lower combined horsepower (HP) when compared to the natural gas compressors for the Project (3 × 1,100 HP vs. 2 × 1,900 HP), the NSCR system for the Project is expected to reduce the permitted NO_x and ROC emissions by approximately 75%. Although the potential CO emissions would be lower under this alternative compared to the Project, the reduction in the ozone precursors would

not be realized. Therefore, impacts related to air quality would be less for short-term construction impacts, because the major upgrades under this alternative would be less substantial than those proposed by the Project. Long-term operational impacts would be greater for the permitted NO_x and ROC emissions, which contribute to Ventura County's (the County's) ozone non-attainment status, as compared to the Project. As such, although the No Project Alternative could result in lower CO emissions at the local level, the alternative could also result in greater permitted ozone precursor emissions at a regional level.

Biological Resources

Under the No Project Alternative, the potential exists for minor ground disturbance to take place on the Project Site if it is determined the facility needs major upgrades or repairs. The Project Site is already fully disturbed and developed as an existing compressor station. No jurisdictional features occur within the existing site and no wetlands would be impacted under the No Project Alternative. No new buildings or ancillary structures would be constructed under this alternative; therefore, short-term impacts to biological resources for the No Project Alternative would be less than for the Project. Long-term operational impacts would be similar for the No Project Alternative because the existing compressor station would continue to operate. Therefore, impacts related to biological resources would be less for short-term construction impacts but similar for long-term operational impacts compared to the Project. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Cultural Resources

Under the No Project Alternative, the potential exists for minor ground disturbance to take place on the Project Site if it is determined the facility needs major upgrades or repairs. The Project Site is already fully disturbed and developed as an existing compressor station. No new buildings or ancillary structures would be constructed under the No Project Alternative and there would be a minimal potential for soil disturbance beneath artificial fill. Therefore, short-term impacts to cultural resources for the No Project Alternative would be less than those of the Project. Long-term operational impacts would be similar for the No Project Alternative because the existing compressor station would continue to operate. Therefore, impacts related to cultural resources would be less for short-term construction impacts and similar for long-term operational impacts compared to the Project. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Energy

Under the No Project Alternative, the potential exists for temporary construction and maintenance activities to take place on the Project Site if it is determined the facility needs maintenance or repairs. These actions could entail overhaul and upgrades of individual compressor units and potential replacement of deteriorating compressor foundations and ancillary components such piping, piping supports, pipe appurtenances, electrical infrastructure, instrumentation, and obsolete control systems. However, the scale of the maintenance, replacement, or upgrades to the existing infrastructure would be less than those proposed by the Project. The Project Site is already fully disturbed and developed as an existing compressor station. No buildings or ancillary structures would be constructed or demolished under the No Project Alternative. Because construction/demolition activities would be limited to maintenance, repairs, and upgrades to the existing facility for the No Project Alternative, short-term energy impacts would be less than those of the Project. Also, operational impacts would be less than compared to the Project because the two electric compressors would not be installed under the No Project Alternative; therefore, this alternative would

use less electricity than the Project. Impacts would be less widespread under the No Project Alternative because it would not require the use of additional electricity generated off site for the electric compressors.

Geology, Soils, and Paleontological Resources

Under the No Project Alternative, the potential exists for minor ground disturbance to take place on the Project Site if it is determined the facility needs major upgrades or repairs. The Project Site is already fully disturbed and developed as an existing compressor station, and the site has already undergone extensive soil remediation and excavation. No new buildings or ancillary structures would be constructed under the No Project Alternative; therefore, short-term impacts to geological resources for the No Project Alternative would be less than those of the Project. Long-term operational impacts for the No Project Alternative would be similar to those of the Project because the existing compressor station would continue to operate. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Although the potential exists for minor ground disturbance under the No Project Alternative, the site is entirely disturbed and substantial excavation activities would not be required. Therefore, short-term impacts to paleontological resources for the No Project Alternative would be less than those of the Project. Long-term operational impacts would be similar for the No Project Alternative because the existing compressor station would continue to operate. Therefore, impacts related to paleontological resources would be less for short-term construction impacts and similar for long-term operational impacts compared to the Project. Impacts would be no more localized or widespread under the No Project Alternative because it would be located within the existing compressor station site.

Greenhouse Gas Emissions

Under the No Project Alternative, the Project Site would remain developed as an existing compressor station. The potential exists that major upgrades to the existing aging infrastructure may be required. Due to these temporary construction activities, there is a potential for short-term greenhouse gases (GHGs)—primarily carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), collectively reported as carbon dioxide equivalent (CO_2e)—to be directly emitted from mobile sources such as on-road vehicles and off-road construction equipment. However, the scale of the maintenance or upgrades to the existing infrastructure would be less than those proposed by the Project. As such, short-term GHG emissions would be less for the No Project Alternative than for the Project. Long-term operational emissions would be similar to those of the Project for the remaining year of operation because the two electric compressors would not be constructed as part of this alternative and the three approximately 40-year-old natural gas compressors would not be replaced by newer, more efficient natural gas compressors. As discussed in Chapter 5.8, Greenhouse Gas Emissions, of this PEA, total actual operational baseline emissions, which would be representative of the No Project Alternative emissions, total 4,994 metric tons of CO_2e per year (MT CO_2e/yr) based on the average of 2021–2022 operations. Two potential cases were investigated for the Project with different sized electric compressors, 2,500 nominal HP (estimated HP) and 2,000 nominal HP, which would have total projected operational GHG emissions of 4,368 and 5,397 MT CO_2e/yr, respectively, or net GHG emissions of slightly less than baseline or slightly more than baseline. Project operations for both cases are based on the electric compressors operating first on and last off. Because the baseline GHG emissions are representative of the No Project Alternative and the Project is only slightly less than or more than baseline depending on the two cases, the long term GHG emissions impacts for this alternative would be similar to the Project's impacts. GHG emissions are considered a global issue. Impacts would be less widespread under the No Project Alternative because there would be no indirect GHG emissions related to the generation of electricity off site for operation of the electric compressors.

Hazards, Hazardous Materials, and Public Safety

Under the No Project Alternative, the potential exists for minor ground disturbance to take place on the Project Site if it is determined the facility needs major upgrades or repairs. No new buildings or ancillary structures would be constructed under the No Project Alternative. Due to the extensive investigations of the Project Site and the cleanup activities that have already occurred, it is not anticipated that the No Project Alternative would 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. Under the No Project Alternative, the short-term use of construction-related hazardous materials for maintenance, upgrade, and repair activities would be minimal and impacts would be less compared to the Project.

The facility would continue to operate per the existing hazardous materials business plan (HMBP) and the integrated stormwater/oil spill prevention and countermeasure plan. During the continued operation of the compressor station, all hazardous materials on site would be used, handled, and stored in compliance with all applicable federal, state, and local health and safety regulations. Additionally, any on-site hazardous materials that may require transportation off site, including oil and coolant waste, would be transported by a licensed contractor and properly disposed of. Therefore, short-term impacts related to hazards, hazardous materials, and public safety for the No Project Alternative would be less than those of the Project, whereas long-term impacts would be similar. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Hydrology and Water Quality

Under the No Project Alternative, the potential exists for minor ground disturbance to take place on the Project Site if it is determined the facility needs major upgrades or repairs. Under the No Project Alternative, the construction-related earthmoving activities and use of construction-related equipment on the site would be part of maintenance, repairs, and upgrades to the existing facility and would be less substantial than those proposed by the Project. Therefore, short-term impacts would be less than those of the Project.

The Project Site is already fully disturbed and developed as an existing compressor station. Under the No Project Alternative, the new stormwater detention basin proposed under the Project would not be constructed and the existing stormwater system at the Project Site would remain in place. The existing compressor facility would continue to comply with all hazardous storage regulations and would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality. Construction activities would not occur as part of the No Project Alternative; however, construction activities proposed as part of the Project are not anticipated to have impacts related to hydrology and water quality. Therefore, impacts related to hydrology and water quality would be similar for long-term impacts compared to the Project. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Land Use and Planning

The No Project Alternative would be located on the same Project Site as the Project. The Project Site is within the City of Ventura (City) Industrial land use designation and the M-2 zone. SoCalGas has consulted with local agencies regarding land use matters potentially affected by the Project. According to City Municipal Code Section 24.115.3440, allowable uses within the M-2 zone include Utility or Equipment Substations, which are defined as “electrical substations, natural gas pumping stations, transmitters, or translators, and utility relay or monitoring

facilities" (City of Ventura 2022). Therefore, although not subject to local land use regulations, the Project is consistent with local land uses. In accordance with CPUC General Order 177, the Project is not required to obtain a conditional use permit (City Municipal Code Section 24.262.030). Therefore, similar to the Project, the No Project Alternative would not conflict with any applicable City General Plan land use policies and the existing compressor station is consistent with the existing City land use (Industrial) and zoning (M-2) for the Project Site. Short- and long-term impacts for the No Project Alternative would be similar to those of the Project and impacts would be no more localized or widespread because the No Project Alternative would be located on the Project Site.

Mineral Resources

The No Project Alternative would be located on the same Project Site as the Project. The Project Site does not contain known mineral resources. Therefore, similar to the Project, the No Project Alternative would not have impacts to mineral resources. Short- and long-term impacts for the No Project Alternative would be similar to those of the Project and impacts would be no more localized or widespread because the No Project Alternative would be located on the Project Site.

Noise

Under the No Project Alternative, the Project Site would remain developed as an existing compressor station. The potential exists for construction activities to take place on the Project Site if it is determined the facility needs major upgrades or repairs. However, the scale of the maintenance, repairs, or upgrades to the existing infrastructure would be less than those proposed by the Project. Therefore, related noise impacts under the No Project Alternative would be less than those of the Project. Long-term operational noise and vibration levels would be similar to those of the Project because the new compressor station and associated facilities would generate a similar amount of noise compared to the existing conditions. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Population and Housing

The No Project Alternative would be located on the same Project Site as the Project. The Project would not have impacts related to population and housing. Similar to the Project, the No Project Alternative would not have impacts related to population and housing. Short- and long-term impacts for the No Project Alternative would be similar to those of the Project and impacts would be no more localized or widespread because the No Project Alternative would be located on the Project Site.

Public Services

Under the No Project Alternative, no development or ground disturbance would take place on the Project Site. The Project Site is already fully disturbed and developed as an existing compressor station. The Project would not increase demand for public services in the short or long term. Similar to the Project, the continued compressor station operations that would occur under the No Project Alternative would be required to comply with California Division of Occupational Safety and Health regulations, California Process Safety Management regulations, and Code of Federal Regulations requirements. SoCalGas also has a Contractor Safety Program and would require all contractors working at the Project Site to meet or exceed the requirements of this program and to demonstrate their past safety performance. Therefore, because the No Project Alternative includes continued operation of the existing compressor station, both short- and long-term impacts for the No Project Alternative would be similar to

those of the Project. Impacts would be no more localized or widespread because the No Project Alternative would require a similar level of public services as the Project.

Recreation

The No Project Alternative would be located on the same Project Site as the Project. The Project would not have impacts related to recreation. Similar to the Project, the No Project Alternative would not have impacts related to recreation. Short- and long-term impacts for the No Project Alternative would be similar to those of the Project and impacts would be no more localized or widespread because the No Project Alternative would be located on the Project Site.

Transportation

Under the No Project Alternative, the Project Site would remain developed as an existing compressor station. If it is determined that major upgrades or maintenance to the existing aging infrastructure are required, the potential exists for short-term construction/demolition activities to occur at the site that would result in a temporary increase in construction vehicles. However, the scale of the maintenance, repairs, or upgrades to the existing infrastructure would be less than those proposed by the Project and fewer construction trips would result. Current operations of the existing compressor station would continue, and no additional employees would be required. As such, because no construction activities would occur as part of the No Project Alternative, short-term impacts would be less than those of the Project. Long-term operational impacts for the No Project Alternative would be similar to those of the Project. Impacts would be no more localized or widespread under the No Project Alternative because it would be located on the existing compressor station site.

Tribal Cultural Resources

Under the No Project Alternative, the potential exists for minor ground disturbance to take place on the Project Site if it is determined the facility needs major upgrades, maintenance, or repairs. The Project Site is already fully disturbed and developed as an existing compressor station. No new buildings or ancillary structures would be constructed under the No Project Alternative and there would be a minimal potential for soil disturbance beneath artificial fill. Therefore, short-term impacts to cultural resources for the No Project Alternative would be less than those of the Project. Long-term operational impacts would be similar for the No Project Alternative since the existing compressor station would continue to operate. Therefore, impacts related to Tribal Cultural resources would be similar for long-term operational impacts compared to the Project. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Utilities and Service Systems

Under the No Project Alternative, no new development would take place on the Project Site. The Project Site is already fully disturbed and developed as an existing compressor station. Sufficient utilities currently serve the Project Site and would continue to do so under the No Project Alternative. The potential exists for minor ground disturbance to take place on the Project Site if it is determined the facility needs major upgrades, maintenance, or repairs. However, the scale of maintenance, replacement, or upgrades to the existing infrastructure would be less than those proposed by the Project. As such, short-term impacts related to water supply would be less for the No Project Alternative compared to the Project. No upgrades to the existing on-site utilities would be required for the No Project Alternative. The three existing natural gas compressors would not be replaced with two new natural gas and two new electric compressors; as such, the operational electrical demands would be less for the No Project

Alternative compared to the Project. Therefore, impacts related to utilities and service systems would be less for both short-term construction impacts and long-term operational impacts compared to the Project. Impacts would be no more localized or widespread under the No Project Alternative, because it would not require the additional electricity for the electric compressors that would be generated off site.

Wildfire

Under the No Project Alternative, no new development would take place on the Project Site. The Project Site is already fully disturbed and developed as an existing compressor station within an urban setting. Short-term construction activities would introduce construction equipment onto the Project Site and require preparation of a Construction Fire Prevention Plan and other best practices. Short-term impacts would be less for the No Project Alternative compared to the Project due to the reduced scale of construction activities resulting from maintenance, replacement, or upgrades to the existing infrastructure. The Project Site is not located within a State Responsibility Area (SRA) or land designated as a very high fire hazard severity zone (FHSZ) (CAL FIRE 2007, 2010). The nearest very high FHSZ is approximately 950 feet east of the Project Site (CAL FIRE 2010). The nearest SRA is a high FHSZ approximately 1,190 feet west of the Project Site on the west side of State Route (SR) 33 and the Ventura River corridor (CAL FIRE 2007). Long-term impacts for the No Project Alternative would be similar to those of the Project and impacts would be no more localized or widespread because the No Project Alternative would be located on the Project Site.

6.2.2 Supplemental EDC Installation Only

Aesthetics

Under the Supplemental Electric-Driven Compressor Installation Only Alternative (Supplemental EDC Alternative), all development would be located within the existing Project Site. The existing compressor station would remain in its current state and two new electric compressors and associated infrastructure would be installed. The new building housing the electric compressors would be smaller; however, other structures such as the blowdown stack and additional infrastructure would remain similar to the Project. Short- and long-term impacts to aesthetic resources for the Supplemental EDC Alternative would be similar to that of the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because it would be located within the existing compressor station site.

Agriculture and Forestry Resources

Under the Supplemental EDC Alternative, the Project Site would remain developed as an existing compressor station with the addition of two new electric compressors and associated infrastructure. The Project Site currently has no agricultural or forestry resources and the Supplemental EDC Alternative would not change this. Therefore, short- and long-term impacts related to agricultural and forestry resources would be similar to those of the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because it would be located within the existing compressor station site.

Air Quality

Under the Supplemental EDC Alternative, the Project Site would remain developed as an existing compressor station. Construction activities would occur at the Project Site for the installation of the two new electric compressors and associated infrastructure. It is anticipated the duration of construction would be less than that of the Project. No demolition activities would occur and the three existing natural gas compressors would remain on

site; therefore, short-term construction-related impacts under the Supplemental EDC Alternative would be less than those of the Project. Operation of the existing compressor station is currently in compliance with all Ventura County Air Pollution Control District rules and regulations and would continue to be in compliance under the Supplemental EDC Alternative. Like the No Project Alternative, on a potential-to-emit basis, long-term operational permitted emissions from the existing natural gas compressors would be higher for NO_x and ROC, less for CO, and about the same for PM_{10} and SO_x for the Supplemental EDC Alternative than for the Project. Although the two electric compressors would be the primary compressors operated at the site, with the three approximately 40-year-old natural gas compressors being utilized only as needed, the replacement of the natural gas compressors with more efficient models and improved NSCR emissions control systems would not occur. Therefore, impacts related to air quality for the Supplemental EDC Alternative would be less for short-term construction impacts and greater for long-term operational impacts related to permitted NO_x and ROC ozone precursor emissions compared to the Project. Impacts under the Supplemental EDC Alternative related to lower CO emissions would be less at a local level, while impacts of the greater permitted ozone precursor emissions would be more widespread under the Supplemental EDC Alternative, because ozone is a regional problem. This alternative would also be as widespread as the Project because it would require the same additional off-site electricity generation for the two new electric compressors.

Biological Resources

Under the Supplemental EDC Alternative, development and ground disturbance would take place on the Project Site and the nearby Staging Area (combined, the "Development Area"). The Development Area is already fully disturbed and developed. The new building to house the two new electric compressors and the associated ancillary structures would be constructed in a manner similar to that of the Project; therefore, short-term impacts to biological resources for the Supplemental EDC Alternative would be the same as the Project. Long-term operational impacts would be similar for the Supplemental EDC Alternative because the existing compressor station would continue to operate with the addition of the two new electric compressors. There are no jurisdictional features within the existing site and no wetlands would be impacted under this alternative. Therefore, impacts related to biological resources would be similar for short-term construction impacts and for long-term operational impacts compared to the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because it would be located within the existing compressor station site.

Cultural Resources

Development and ground disturbance would take place in the Development Area. The Development Area is already fully disturbed and developed and has already undergone extensive soil remediation and excavation. The new building to house the two new electric compressors and the associated ancillary structures would be constructed in a manner similar to that of the Project; therefore, short-term impacts to cultural resources for the Supplemental EDC Alternative would be similar to those of the Project. Long-term operational impacts would also be similar for the Supplemental EDC Alternative because the Project Site would continue to operate as a compressor station. Therefore, impacts related to cultural resources would be similar for both short-term construction impacts and long-term operational impacts compared to the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because it would be located within the existing compressor station site.

Energy

Under the Supplemental EDC Alternative, the Project Site would remain developed as an existing compressor station. Construction activities would occur at the Project Site for the installation of the two new electric compressors and associated infrastructure. It is anticipated that the duration of construction would be less than

that of the Project because demolition activities would not occur and the three existing natural gas compressors would remain on site. Due to the reduction in construction duration and because demolition activities would not be required under this alternative, short-term construction impacts would be less than those of the Project. Long-term operational emissions would be greater than the Project because although the two electric compressors would be the primary compressors operated at the site, with the three approximately 40-year-old natural gas compressors being utilized only as needed, the replacement of the natural gas compressors with more efficient models would not occur. Therefore, impacts related to energy for the Supplemental EDC Alternative would be less for short-term construction impacts and greater for long-term operational impacts compared to the Project. Impacts would be no more widespread under the Supplemental EDC Alternative, because this alternative would require the same additional off-site electricity generation as the Project for the two new electric compressors.

Geology, Soils, and Paleontological Resources

Similar to the Project, all improvements related to the Supplemental EDC Alternative would take place on the Project Site. The Project Site is already fully disturbed and developed as an existing compressor station. Construction activities would occur on the Project Site for the installation of the two new electric compressors and associated infrastructure. It is anticipated that the duration of construction would be less than that of the Project. No demolition activities would occur and the three existing natural gas compressors would remain on site. All on-site improvements would be done in compliance with all federal, state, and local regulations. Therefore, short-term impacts to geological or soils resources for the Supplemental EDC Alternative would be similar to those of the Project. Long-term operational impacts would also be similar for the Supplemental EDC Alternative, because the existing site would continue to operate as a compressor station. Therefore, impacts related to geology and soils would be similar for both short-term construction impacts and long-term operational impacts compared to the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because it would be located within the existing compressor station site.

Development and ground disturbance would take place in the Development Area. The Development Area is already fully disturbed and developed and has already undergone extensive soil remediation and excavation. Potential short- and long-term impacts to paleontological resources would be similar under the Supplemental EDC Alternative compared to the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because it would be located within the existing compressor station site.

Greenhouse Gas Emissions

Under the Supplemental EDC Alternative, the Project Site would remain developed as an existing compressor station. Construction activities would occur at the Project Site for the installation of the two new electric compressors and associated infrastructure. It is anticipated that the duration of construction would be less than that of the Project. No demolition activities would occur and the three existing natural gas compressors would remain on site; therefore, short-term impacts would be less under this alternative than those of the Project. Long-term operational GHG emissions would be similar to the Project because the two electric compressors (2,500 or 2,000 nominal HP) would be the primary compressors operated at the site, operating first-on last-off, with the three approximately 40-year-old natural gas compressors being utilized only as needed, although the replacement of the natural gas compressors with more efficient models would not occur. Therefore, impacts related to GHG emissions for the Supplemental EDC Alternative would be less for short-term construction impacts and likely about the same or slightly more for long-term operational impacts when compared to the Project. GHG emissions are considered a global issue. Impacts would be no more widespread under the Supplemental EDC Alternative, because it would require the same additional off-site electricity generation as the Project for the two new electric compressors.

Hazards, Hazardous Materials, and Public Safety

The Supplemental EDC Alternative would be located within the existing compressor station boundary. Similar to the Project, it is anticipated that the construction and operation of the Supplemental EDC Alternative would not 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. Once construction was complete, the facility would operate per an HMBP and integrated stormwater/oil spill prevention and countermeasure plan. Similar materials to those used during construction of the Project would be used during the Supplemental EDC Alternative construction and operation activities. During the operation of the compressor station, all hazardous materials on site would be used, handled, and stored in compliance with all applicable federal, state, and local health and safety regulations. Additionally, any on-site hazardous materials that may require transportation off site, including oil and coolant waste, would be transported by a licensed contractor and properly disposed of. Therefore, impacts related to hazards, hazardous materials, and public safety related to the Supplemental EDC Alternative would be similar for both short-term and long-term impacts compared to the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative.

Hydrology and Water Quality

Under the Supplemental EDC Alternative, the Project Site would remain developed as an existing compressor station. Construction activities would occur at the Project Site for the installation of the two new electric compressors and associated infrastructure. It is anticipated that the duration of construction would be less than that of the Project. No demolition activities would occur and the three existing natural gas compressors would remain on site. The Project Site is already fully disturbed and developed as an existing compressor station. Under the Supplemental EDC Alternative, the new stormwater detention basin proposed by the Project would be constructed and the appropriate stormwater systems at the site would remain in place. The existing compressor facility would continue to comply with all hazardous storage regulations and would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality. A stormwater pollution prevention plan (SWPPP) would be developed and implemented during construction in accordance with the Construction General Permit.

Therefore, impacts related to hydrology and water quality would be similar for both short-term and long-term impacts compared to the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because it would be located within the existing compressor station site.

Land Use and Planning

The Supplemental EDC Alternative would be located on the same Project Site as the Project. The Project Site is within the City Industrial land use designation and M-2 zone. SoCalGas has consulted with local agencies regarding land use matters potentially affected by the Project. According to City Municipal Code Section 24.115.3440, allowable uses within the M-2 zone include Utility or Equipment Substations, which are defined as “electrical substations, natural gas pumping stations, transmitters, or translators, and utility relay or monitoring facilities” (City of Ventura 2022). Therefore, although not subject to local land use regulations, the Project is consistent with local land uses. In accordance with CPUC General Order 177, the Project is not required to obtain a conditional use permit (City Municipal Code Section 24.262.030). Similar to the Project, the Supplemental EDC Alternative would not conflict with any applicable City General Plan land use policies and the compressor station would remain consistent with the existing City land use (Industrial) and zoning (M-2) for the Project Site. Short- and long-term

impacts for the Supplemental EDC Alternative would be similar to those of the Project and impacts would be no more localized or widespread because the Supplemental EDC Alternative is located on the Project Site.

Mineral Resources

The Supplemental EDC Alternative would be located on the same Project Site as the Project. The Project Site does not contain known mineral resources. Therefore, similar to the Project, the Supplemental EDC Alternative would not have impacts to mineral resources. Short- and long-term impacts for the Supplemental EDC Alternative would be similar to those of the Project and impacts would be no more localized or widespread because the Supplemental EDC Alternative is located on the Project Site.

Noise

Under the Supplemental EDC Alternative, the Project Site would remain developed as an existing compressor station with the addition of two new electric compressors and associated infrastructure. No demolition activities would occur under this alternative. It is anticipated that construction would be similar to that proposed by the Project but would occur over a shorter duration. Therefore, impacts related to noise and vibration would be less for short-term construction impacts. Long-term operational noise and vibration levels would be similar to those of the Project because the new electric compressors would be housed in a new compressor station building and would be expected to generate levels of operational noise similar to the Project. Impacts would be no more localized or widespread under the No Project Alternative, because it would be located within the existing compressor station site.

Population and Housing

The Supplemental EDC Alternative would be located on the same Project Site as the Project. The Project would not have impacts related to population and housing. Similar to the Project, the Supplemental EDC Alternative would not have impacts related to population and housing. Short- and long-term impacts for the Supplemental EDC Alternative would be similar to those of the Project and impacts would be no more localized or widespread because the Supplemental EDC Alternative would be located on the Project Site.

Public Services

Under the Supplemental EDC Alternative, the Project Site would remain developed as an existing compressor station. Construction activities would occur on the Project Site for the installation of the two new electric compressors and associated infrastructure. It is anticipated that the duration of construction would be less than that of the Project. No demolition activities would occur and the three existing natural gas compressors would remain on site. The Project would not increase demand for public services. Similar to the Project, the continued compressor station operations that would occur under the Supplemental EDC Alternative would be required to comply with California Division of Occupational Safety and Health regulations, California Process Safety Management regulations, and Code of Federal Regulations requirements. SoCalGas also has a Contractor Safety Program and would require all contractors working at the site to meet or exceed the requirements of this program and to demonstrate their past safety performance. Therefore, because the Supplemental EDC Alternative includes continued operation of the existing compressor station, both short- and long-term impacts for the Supplemental EDC Alternative would be similar to those of the Project. Impacts would be no more localized or widespread because the Supplemental EDC Alternative would require a similar level of public services as the Project.

Recreation

The Supplemental EDC Alternative would be located on the same Project Site as the Project. The Project would not have impacts related to recreation. Similar to the Project, the Supplemental EDC Alternative would not have impacts related to recreation. Short- and long-term impacts for the Supplemental EDC Alternative would be similar to those of the Project and impacts would be no more localized or widespread since the Supplemental EDC Alternative would be located on the Project Site.

Transportation

Under the Supplemental EDC Alternative, the Project Site would remain developed as an existing compressor station. Construction activities would occur on the Project Site for the installation of the two new electric compressors and associated infrastructure. It is anticipated that the duration of construction would be less than that of the Project. No demolition activities would occur and the three existing natural gas compressors would remain on site. Similar to the Project, construction traffic is not anticipated to travel on any other local roads and no road closures (full or partial) are anticipated. Primary access to the Project Site would be provided at the existing driveway on Olive Street. In addition, an approximately 2.53-acre temporary construction Staging Area would be located immediately adjacent to the west side of the Project Site, with access provided from a secondary access road off Stanley Avenue. The secondary access would be used to transport heavy construction equipment to the Development Area, minimizing travel on Olive Street or any other local road. Current operation of the existing compressor station would continue, with a minimal number of additional employees (one to two) required. As such, short-term impacts associated with the Supplemental EDC Alternative would be less than those of the Project. Long-term operational impacts for the Supplemental EDC Alternative would be similar to those of the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because it would be located within the existing compressor station site.

Tribal Cultural Resources

Development and ground disturbance would take place in the Development Area. The Development Area is already fully disturbed and developed and the site has already undergone extensive soil remediation and excavation. The new building to house the two new electric compressors and the associated ancillary structures would be constructed similar to those of the Project; therefore, short-term impacts to tribal cultural resources for the Supplemental EDC Alternative would be similar to those of the Project. Long-term operational impacts would also be similar for the Supplemental EDC Alternative because the site would continue to operate as a compressor station. Therefore, impacts related to tribal cultural resources would be similar for both short-term construction impacts and long-term operational impacts compared to the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because it would be located within the existing compressor station site.

Utilities and Service Systems

Under the Supplemental EDC Alternative, the Project Site would remain developed as an existing compressor station. Construction activities would occur on the Project Site for the installation of the two new electric compressors and associated infrastructure. No demolition activities would occur and the three existing natural gas compressors would remain on site. Because the site would be developed similarly to the Project under the Supplemental EDC Alternative, it is assumed that similar quantities of utilities would be required. Although the three existing natural gas compressors would remain on site, the installation of the two new electric compressors would

require additional electrical supply to the site. Similar to the Project, it is assumed that sufficient utilities are available to serve this alternative. The upgrades to the on-site utilities would still be completed under this alternative. As such, both short-term construction impacts and long-term operational impacts would be similar for the Supplemental EDC Alternative compared to the Project. Impacts would be no more localized or widespread under the Supplemental EDC Alternative, because the gas compressors would be located within the existing compressor station site and the alternative would require the same additional off-site electricity generation from SCE as the Project for the two new electric compressors.

Wildfire

The Project Site is already fully disturbed and developed as an existing compressor station within an urban setting. The Project Site is not located within an SRA or land designated as a very high FHSZ (CAL FIRE 2007, 2010). The nearest very high FHSZ is approximately 950 feet east of the Project Site (CAL FIRE 2010). The nearest SRA is a high FHSZ approximately 1,190 feet west of the Project Site on the west side of SR-33 and the Ventura River corridor (CAL FIRE 2007). Short- and long-term impacts for the Supplemental EDC Alternative would be similar to those of the Project and impacts would be no more localized or widespread because the Supplemental EDC Alternative would be located on the Project Site.

6.2.3 Avocado Site

Aesthetics

The Avocado Site encompasses high-elevation hillside terrain and includes a ridgeline visible from SR-33. The site is also briefly visible from Ventura Avenue and other locally designated scenic corridors, including Grant Park. Although terrain adjacent to the Avocado Site has been developed, such development is limited to agriculture (row crops); therefore, development of a compressor station would be highly visible and would contrast with the existing character of local hillsides and ridgelines. Development of the Avocado Site would require over 650,000 cubic yards (CY) of new disturbance on hillside and ridgeline terrain and would substantially alter the existing terrain. In addition, development of this site would require approximately 30 new 50-foot-high electrical poles to accommodate the anticipated electrical demand. A number of these new poles would be visible from SR-33 (and could cross the scenic highway) and would result in greater visual impacts compared to the Project. An approximately 5.63-acre temporary construction staging area (Avocado Staging Area) would be located at the base of Taylor Ranch Road and West Main Street.

Because development of the Avocado Site would be visible from identified scenic corridors and a scenic highway (Ventura Avenue, Grant Park, and SR-33) and would result in the substantial alteration of a ridgeline and a prominent visual component of the local landscape (i.e., hillsides), both short- and long-term impacts would be considerably greater for the Avocado Site Alternative compared to the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require substantially more disturbance and development than that proposed by the Project.

Agriculture and Forestry Resources

The Avocado Site is currently undeveloped open space adjacent to an existing avocado orchard. The Avocado Site is zoned for agricultural uses and is designated primarily as grazing lands, with a very small portion on the east side (approximately 250 square feet) designated as Unique Farmland (DOC 2022a). Implementation of the Avocado Site Alternative would permanently eliminate any future agricultural activities at the site. Therefore, both short- and long-

term impacts related to agriculture and forestry resources would be greater under this alternative compared to the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require substantially more disturbance and development of agriculturally zoned areas than that proposed by the Project.

Air Quality

The Avocado Site is very hilly and would require a large amount of grading to be suitable for use. Development of the site would require substantial amount of site preparation, grading, and development of necessary off-site infrastructure; short-term construction impacts to air quality would be substantially greater than those of the Project. The likely longer time for construction and use of additional diesel fuel needed for the construction equipment would also have greater health impacts from DPM emissions.

Pollutant emissions from operation of the compressor station would be roughly the same as those of the Project because the same equipment would be installed for the Avocado Site Alternative as for the Project. The long-term operational impacts would be similar for the Avocado Site Alternative compared to those of the Project.

Therefore, short-term construction impacts would be greater and long-term operational impacts would be similar for the Avocado Site Alternative compared to the Project. The nearest sensitive receptor is a residence located approximately 0.7 miles from the Avocado Site, which is farther than the nearest sensitive receptor to the Project Site; therefore, impacts from DPM might be less. Impacts of criteria pollutants would be the same as the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require substantially more disturbance, grading, and off-site development compared to the Project.

Biological Resources

The Avocado Site Alternative would have greater potential impacts to biological resources in the region compared to the Project because the Avocado Site is undeveloped and surrounded by other agricultural development and oil and gas fields that have many undeveloped areas surrounding them. The on-site development would result in loss of plants and would have an indirect effect on surrounding undeveloped areas. In addition, the Avocado Site Alternative would require large off-site developments, including road improvements such as widening and paving, installation of new pipeline sections to connect existing pipelines to the new on-site infrastructure, and new above- and belowground utilities that would have associated trenching or other aboveground permanent infrastructure. These off-site improvements may impact intermittent streams and drainages in the area and would require the completion of a jurisdictional delineation prior to the start of construction to determine the appropriate permitting process under the California Department of Fish and Wildlife. The proposed Avocado Staging Area is far from the Avocado Site and would require road improvements and additional truck trips.

Therefore, both short- and long-term impacts to biological resources from implementation of the Avocado Site Alternative would be greater compared to the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require both the development of natural areas and large impacts from off-site developments necessary to make the project functional that would not be necessary for the Project.

Cultural Resources

No previously recorded cultural resources have been identified within the Avocado Site or the proposed Avocado Staging Area. However, the South Central Coastal Information Center records search identified 14 previously recorded cultural resources within 0.5 miles of the Avocado Site and Staging Area. However, when compared with

the Project, the Avocado Site Alternative has a greater potential to impact unknown buried cultural resources because it would include the excavation of native ground in an area that is mostly undeveloped and has not been previously surveyed for cultural resources. Although much of the Taylor Ranch area has been disturbed by oil and gas and agricultural uses, the proposed Avocado Site is in a largely undisturbed area and construction of the alternative on the site would involve areas of subterranean trenching. These ground-disturbing activities would increase the potential to encounter undocumented archaeological resources. Further, the Avocado Site Alternative's Staging Area would be closer to the coast, which puts it in proximity to numerous prehistoric sites.

Therefore, both short- and long-term impacts to cultural resources from implementation of the Avocado Site Alternative would be greater compared to the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require both the development of natural areas and large impacts from off-site developments necessary to make the project functional that could impact unknown cultural resources, which would not occur with the Project.

Energy

The Avocado Site is very hilly and would require a large amount of grading to be suitable for use. The Avocado Site currently has no industrial development. Due to the substantial amount of site preparation, grading, and development of necessary off-site infrastructure, short-term construction impacts would be greater than those of the Project due to increased fuel and energy use.

Energy and fuel use for operation of the compressor station would be roughly the same as that of the Project because the same equipment would be installed for the Avocado Site Alternative as for the Project. The long-term operational impacts for the Avocado Site Alternative would be similar to those of the Project.

Therefore, short-term construction impacts related to energy resources would be greater and long-term operational impacts would be similar for the Avocado Site Alternative compared to the Project. Impacts would be more widespread under the Avocado Site Alternative, because it would require more fuel and energy use to complete the disturbance, grading, and off-site development compared to the Project.

Geology, Soils, and Paleontological Resources

The Avocado Site is very hilly and would require a large amount of grading to be suitable for use. The Avocado Site currently has no industrial development. The on-site slope ranges from a low of 0% to a high of more than 60%, with a site average of approximately 39%. Based on conceptual engineering analysis, grading for the Avocado Site would entail approximately 650,000 CY of over-excavation/recompaction, which would be balanced on site. The off-site electrical interconnect would require approximately 60 CY of additional grading. Development of the Avocado Site and all off-site improvements would be done in compliance with all federal, state, and local regulations. However, due to the substantial slope of the Avocado Site and the increased potential for landsides and erosion to occur during site construction and the development of off-site improvements, short-term impacts related to geology and soils would be greater for the Avocado Site Alternative compared to the Project. Once construction is complete, the Avocado Site would be terraced and would include retaining walls to ensure soil stability; therefore, long-term impacts would be similar to those of the Project.

According to surficial geological mapping by Tan et al. (USGS 2003) at a 1:24,000 scale, the Avocado Site is underlain by Holocene to Pleistocene (recent to approximately 2.6 million years ago [mya]) landslide deposits (map unit Qls), the Pleistocene (approximately 11,700 years ago to 2.6 mya) undivided Santa Barbara Claystone (Formation) (map unit Qsb), and the Pliocene (approximately 2.6 mya to 5.33 mya) undivided Pico Formation (map

unit Tp). Landslide deposits are assigned low paleontological sensitivity because any fossils contained within these deposits will have been displaced from their original area of deposition and thus are not in situ. The marine Santa Barbara Claystone and undivided Pico Formation have produced scientifically significant invertebrate and vertebrate fossils and are assigned high paleontological sensitivity.

According to Tan et al. (USGS 2003), the Avocado Site Alternative's off-site improvement areas intersect Holocene stream terrace deposits (map unit Qht); Holocene to Pleistocene landslide deposits; Pleistocene undivided stream terrace deposits (map unit Qpt), Las Posas Sandstone (Formation) (map unit Qlp), and Santa Barbara Claystone (Formation); and the Pliocene undivided Pico Formation. Given the young age of Holocene stream terrace deposits, they do not usually preserve fossils and are assigned low paleontological sensitivity on the surface, increasing with depth, where they may be underlain by older, fossiliferous geological units. The Pleistocene stream terrace deposits, Saugus Formation, and Las Posas Sandstone (Formation), Santa Barbara Claystone (Formation), and undivided Pico Formation are assigned high paleontological sensitivity, as many scientifically significant fossils have been recovered from these deposits in Ventura County.

Therefore, short-term construction impacts related to geology, soils, and paleontological resources would be substantially greater for the Avocado Site Alternative compared to the Project, and long-term operational impacts for the Avocado Site Alternative would be similar to those of the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require substantially more ground disturbance, grading, and off-site development compared to the Project.

Greenhouse Gas Emissions

The Avocado Site is very hilly and would require a large amount of grading to be suitable for use. The Avocado Site currently has no industrial development. Due to the substantial amount of site preparation, grading, and development of necessary off-site infrastructure, the short-term construction impacts of this alternative would be greater than those of the Project due to site preparation and grading activities on both the Avocado Site and off-site roads, pipelines, and transmission lines.

GHG emissions from operation of the compressor station would be roughly the same as those of the Project because the same equipment would be installed for the Avocado Site Alternative as for the Project. The long-term operational impacts for the Avocado Site Alternative would be similar to those of the Project.

Therefore, short-term construction impacts related to GHG emissions would be greater and long-term operational impacts would be similar for the Avocado Site Alternative compared to the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require substantially more site disturbance, grading, and off-site development compared to the Project.

Hazards, Hazardous Materials, and Public Safety

The Avocado Site Alternative would be located on a primarily undisturbed open space surrounded by agricultural and industrial activities. Because SoCalGas does not own or have access to the Avocado Site, it is unknown if any hazardous materials are stored on the Avocado Site or if any recognized environmental conditions are present on site. Should any environmental hazards be present on the Avocado Site, appropriate remediation and disposal activities would occur prior to the start of construction. It is anticipated that the construction and operation of the Avocado Site Alternative would not 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. However, off-site construction would be more widespread due to the required off-site improvements and the potential

for spills or accidents under this alternative would be greater than those of the Project. Once construction was complete, the facility would operate per an HMBP and integrated stormwater/oil spill prevention and countermeasure plan. Similar materials to those that would be used during construction of the Project would be used during the Avocado Site Alternative's construction and operation activities. During the operation of the compressor station, all hazardous materials on site would be used, handled, and stored in compliance with all applicable federal, state, and local health and safety regulations. Additionally, any on-site hazardous materials that may require transportation off the site, including oil and coolant waste, would be transported by a licensed contractor and properly disposed of. Therefore, impacts related to hazards, hazardous materials, and public safety related to the Avocado Site Alternative would be greater for short-term construction impacts and similar for long-term operational impacts compared to the Project. Impacts would be more widespread under the Avocado Site Alternative.

Hydrology and Water Quality

The Avocado Site is very hilly and would require a large amount of grading to be suitable for use. The Avocado Site currently has no industrial development. The on-site slope ranges from a low of 0% to a high of more than 60%, with a site average of approximately 39%. Stormwater would drain from the Avocado Site east into the existing avocado orchard and would eventually discharge through a natural drainage into the Ventura River. The Avocado Site is currently undisturbed and construction of the Avocado Site Alternative could create increased runoff due to new impervious surfaces and alter the existing drainage pattern of the site. A new stormwater system that would include detention basins would be required to capture stormwater. A SWPPP would be developed and implemented during construction in accordance with the Construction General Permit. The new compressor facility and off-site improvements would comply with all hazardous storage regulations and would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality.

Therefore, impacts related to hydrology and water quality would be greater for short-term construction impacts and for long-term operational impacts when compared to the Project. Impacts would be more widespread under the Avocado Site Alternative than under the Project because it would require substantial grading on site and improvements off site that would change the drainage pattern of the site.

Land Use and Planning

The Avocado Site is in southwest Ventura County, located slightly east of SR-33 and the City of Ventura, approximately 3,800 feet west of the Project Site on North Olive Street. The Avocado Site lies across a small portion of two larger Assessor's Parcel Numbers (APNs) within Ventura County: APN 060-0-310-17 to the north (Northern Parcel) and APN 060-0-310-18 to the south (Southern Parcel). Under existing conditions, regional access to the Avocado Site is provided via U.S. Route 101 to Taylor Rancho Road; however, construction of a new compressor station at this location would require improvements to the roadway to accommodate emergency access. This roadway extent would be accessible directly from U.S. Route 101 via West Main Street. The Avocado Site would also require the use of a temporary off-site staging area (the Avocado Staging Area). Short-term construction impacts related to land use would be greater under this alternative.

Land uses surrounding the Avocado Site are predominantly open space and agricultural, with minimum lot sizes ranging from 1 to 160 acres. These include the County General Plan (2020) land use designation of Open Space in all directions, as well as County zoning of Agricultural Exclusive (AE-40); Coastal Agricultural (CA-40) to the south; Open Space (OS-160) to the north, west, and east; Rural Agriculture (RA-1) to the east; and a Habitat Connectivity and Wildlife Corridor (HCWC) overlay zone to the east running along the Ventura River riparian corridor west of

SR-33 (County of Ventura 2021). The Avocado Site is not adjacent to any sensitive receptors. The nearest sensitive receptor is a residence located approximately 0.7 miles away.

The northern half of the Avocado Site has a land use designation of Open Space (County of Ventura 2020; 2021). According to the Ventura County 2040 General Plan, the "Open Space [General Plan land use] designation encompasses land, as defined under Section 65560 of the [California] Government Code, as any parcel or area of land or water which is essentially unimproved and devoted to an open-space use" (County of Ventura 2020). Zoning for the northern parcel is predominantly AE-40, which has a minimum lot area of 40 acres (County of Ventura 2023, Section 8103-0). The AE-40 zone is intended to preserve agricultural land and protect these areas from "nonrelated uses" that could have a negative impact on the County's agriculture industry (County of Ventura 2023, Section 8104-1.2). Although APN 060-0-310-17 also includes a small segment of CA-40 zoning to the west and an HCWC overlay designation to the east, the northern half of the Avocado Site is entirely within land area zoned AE-40 (County of Ventura 2021). Development and use of the site as a compressor station would not be consistent with the current zoning of the Avocado Site.

The southern half of the Avocado Site lies within APN 060-0-310-18 (Southern Parcel), which also has a Ventura County land use designation of Open Space (County of Ventura 2020; 2021). Zoning for the Southern Parcel includes primarily AE-40 on the northern half, and CA-40 on the southern half, both of which have a minimum lot area of 40 acres (County of Ventura 2023, Section 8103-0, Section 8175-2[c]; 2021). The Southern Parcel also includes an HCWC overlay zone to the east running along the Ventura River riparian corridor; however, the southern half of the plot identified for the Avocado Site is entirely within land area zoned AE-40 (County of Ventura 2021). Required improvements to 2.37 miles of Taylor Ranch Road to provide construction access to the Avocado Site would take place within land area zoned CA-40-sdf (slope-density formula), with a slope ranging from 0% to 35% (County of Ventura 2023, Section 8175-2[c]). Development and use of the site as a compressor station would not be consistent with the current zoning of the Avocado Site.

CPUC decisions, as well as California courts, have confirmed CPUC's preemptory powers over matter of statewide concern, including utility project siting. CPUC General Order 177 was passed in December 2022 reaffirming preemption of local authority. As such, no local discretionary (e.g., rezone, land use) permits would be required because the CPUC has preemptive jurisdiction over the siting, construction maintenance, and operation of natural gas facilities in California. Notwithstanding CPUC's preemptory authority, selection of the Avocado Site Alternative would require changes to existing land use and zoning for the on-site location to facilitate the types of operational uses required by the alternative. Selection of the Avocado Site Alternative would also likely require a lot split, because the existing on-site parcels are each several hundred acres in size. In addition, the underlying land use of the Avocado Site is included in the County's Measure C Save Open-Space and Agricultural Resources Initiative—2050 (SOAR), which states that "lands designated as Agricultural, Rural, or Open Space on the County of Ventura's General Plan will remain so designated until December 31, 2050 unless the land is redesignated … by vote of the people or redesignated by the Board of Supervisors for the County of Ventura" (County of Ventura 2016). Further, the Board of Supervisors may only elect to redesignate said land uses to more "intensive" uses if "certain findings can be made, including (among other things) that the land is proven to be unsuitable for any form of utilitarian use, and redesignation is necessary to avoid an unconstitutional taking of property without just compensation" (County of Ventura 2016). The SOAR initiative was initially adopted by vote in 1998 and set to expire in December 2020; however, the initiative was extended by vote to 2050 after readoption in 2016.

Operational activities required as part of the Avocado Site Alternative include the long-term maintenance of the pipelines and associated off-site facilities. The appropriate right-of-way acquisitions and/or access easements would need to be obtained from property owners within the pipeline area to allow for both construction and ongoing

maintenance activities. As such, short- and long-term impacts related to land use would be greater under the Avocado Site Alternative compared to the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require the acquisition of additional rights-of-way and access easements.

Mineral Resources

The Avocado Site Alternative is located within the active Ventura Oil Field; however, there are no active wells present on site (DOC 2019, 2022b). Therefore, similar to the Project, the No Project Alternative would not have impacts to mineral resources. Short- and long-term impacts for the Avocado Site Alternative would be similar to those of the Project and impacts would be no more localized or widespread.

Noise

The nearest sensitive receptor is a residence located approximately 0.7 miles away from the Avocado Site. Although the Avocado Site would require substantially more ground disturbance and grading than the Project, the distance to the nearest sensitive receptor is much greater. Off-site construction impacts, including the Avocado Staging Area, would not be located within 1,000 feet of a sensitive receptor. Both on- and off-site construction noise would be less than 64 dBA 1,000 feet from any construction activity and would not impact the established agricultural and open space uses surrounding the Avocado Site. Operational noise impacts would be less than those of the Project because the distance from the nearest sensitive receptor would be greater.

Therefore, due to the greater distance of the nearest sensitive receptor from the Avocado Site, short-term construction impacts and long-term operational impacts would be less than those of the Project. Impacts would be no more localized or widespread under the Avocado Site Alternative.

Population and Housing

The Avocado Site is not within an established community; therefore, similar to the Project, the Avocado Site Alternative would not have impacts related to population and housing. Short- and long-term impacts for the Avocado Site Alternative would be similar to those of the Project and impacts would be no more localized or widespread.

Public Services

Under the Avocado Site Alternative, the project would be developed in a rural area of the County adjacent to existing agricultural activities. As part of implementation of the Avocado Site Alternative, Taylor Ranch Road would be widened, regraded, and paved to be a minimum of 24 feet wide with less than a 20% grade to meet County Fire Department standards. As such, adequate emergency services would be able to access the Project Site. The Avocado Site Alternative would not increase demand for public services. Similar to the Project, the compressor station operations would be required to comply with California Division of Occupational Safety and Health regulations, California Process Safety Management regulations, and Code of Federal Regulations requirements. SoCalGas also has a Contractor Safety Program and would require all contractors working at the site to meet or exceed the requirements of this program and to demonstrate their past safety performance. Therefore, because the Avocado Site Alternative would not be anticipated to increase demand for public services and would provide adequate emergency service access via Taylor Ranch Road, both short- and long-term impacts for the Avocado Site Alternative would be similar to those of the Project. Impacts would be no more localized or widespread because the Avocado Site Alternative would require a similar level of public services as the Project.

Recreation

The Avocado Site is not within a recreational area nor would development of the site prevent access to a designated recreation facility or area. However, as noted in the Aesthetics discussion in this section, the Avocado Site Alternative would be visible from identified scenic corridors and a scenic highway (Ventura Avenue, Grant Park, and SR-33) and would result in the substantial alteration of a ridgeline and a prominent visual component of the local landscape (i.e., hillsides); therefore, both short- and long-term impacts would be greater for the Avocado Site Alternative when compared to the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require substantially more disturbance and development than that proposed by the Project and would be visible from recreation areas.

Transportation

The Avocado Site can be accessed from U.S. Route 101 via Taylor Ranch Road. However, an access road to the site would need to be constructed that is at least 24 feet in width and with a slope not exceeding 20%. Taylor Ranch Road is currently a narrow, unpaved road used for crop access, which could be widened and improved with asphalt or other paving to meet the site's access requirements. The surrounding area is primarily developed with agricultural uses and low-density residential development. Construction of the compressor station, including pad grading, access road, on-site utility installations, buildings, and compressors, would require substantial amounts of grading and would take approximately 60 to 70 months, with heavy earthwork estimated to occur for more than 1 year. In addition, the required off-site improvements and utility connections, which would require grading, trenching, and natural gas pipeline installation, would occur in the agricultural fields adjacent to the Avocado Site. Heavy truck traffic would not occur on a constrained roadway, because direct access to Taylor Ranch Road (private road) is provided via a major highway (U.S. Route 101). However, because construction would impact Taylor Ranch Road, which might occasionally be used for access to the avocado groves and harvesting activities, there is a potential for construction traffic to be incompatible with these activities. As such, a Construction Traffic Control Plan would be implemented to help reduce potential impacts. Nonetheless, impacts related to construction traffic would be greater for the Avocado Site Alternative compared to the Project because construction activities would last longer and would require the major regrading and resurfacing of Taylor Ranch Road. Long-term operational impacts for the Avocado Site Alternative would be similar to those of the Project because operational staffing and maintenance activities would be the same for both. Impacts would be more widespread under the Avocado Site Alternative because major improvements to Taylor Ranch Road would be required.

Tribal Cultural Resources

Compared with the Project, the Avocado Site Alternative has a greater potential to impact unknown buried tribal cultural resources because it would include the excavation of native ground in an area that is mostly undeveloped and has not been previously surveyed for tribal cultural resources. Although much of the Taylor Ranch area has been disturbed by oil and gas and agricultural uses, the Avocado Site is located in a largely undisturbed area and would involve areas of subterranean trenching. These ground-disturbing activities would increase the potential to encounter undocumented tribal cultural resources. The Avocado Site is very hilly and would require a large amount of grading to be suitable for use.

Therefore, both short- and long-term impacts to tribal cultural resources from implementation of the Avocado Site Alternative would be greater compared to the Project. Impacts would be more widespread under the Avocado Site Alternative because it would require both the development of natural areas and large impacts from off-site

developments necessary to make the alternative functional that could impact unknown buried tribal cultural resources, which would not occur with the Project.

Utilities and Service Systems

The Avocado Site Alternative would require the extension of utilities to the Project Site and a new natural gas pipeline system. The new natural gas pipeline system, including pipelines and depressurization lines, would be required to connect to the existing pipeline system. A new mainline valve station would be required at each connection location where a new pipeline system would connect to the existing natural gas pipeline system. New utility infrastructure (water, sewer, and electrical) would be required to serve the on-site staff operations. Construction of new footings for the 3,000 linear feet of overhead electrical line interconnection from site to the existing SCE system would also be required. All off-site ground disturbance would be conducted within and surrounded by non-urbanized and agricultural land. However, because new utilities and gas pipelines would need to be constructed to serve the Avocado Site, construction impacts would be greater than those of the Project. The long-term operational impacts for the Avocado Site Alternative would be similar to those of the Project. Impacts would be more widespread under the Avocado Site Alternative compared to the Project because entirely new utility infrastructure and gas pipelines would need to be constructed to serve the Project Site.

Wildfire

All operational components of the Avocado Site are located within an SRA FHSZ (CAL FIRE 2007). Approximately one-third of the compressor station for the Avocado Site would be within a very high FHSZ, while the rest of the site, as well as the access road and all ancillary equipment, is within a high FHSZ (CAL FIRE 2007). In addition, due to the exposed nature of the electrical interconnect—30 poles and 3,000 linear feet of overhead electrical lines along Taylor Ranch Road—located in a Tier 2 and Tier 3 High Fire-Threat District (HFTD), the electrical interconnect would represent an increased fire risk to the surrounding community due to potential downed power lines (CPUC 2022). Therefore, both short- and long-term impacts related to wildfire would be greater for the Avocado Site Alternative that for the Project. Impacts would be more widespread under the Avocado Site Alternative because the entirety of the electrical interconnect would travel through an HFTD.

6.2.4 Devil's Canyon Road Site

Aesthetics

The Devil's Canyon Road Site Alternative is relatively flat and has been visually altered by previous oil/gas-related development. Development of the Devil's Canyon Road Site would require the installation of a compressor building and other associated infrastructure/features that would generally be obscured from public view due to the presence of existing vegetation that blocks the site from most public roads, accessible vistas, and trails. However, this alternative would require substantial grading of the hillsides to accommodate the construction of the gas pipeline infrastructure. In addition, approximately 40 electrical poles would be installed to connect to an existing SCE subtransmission line. Although electrical poles are likely to be visible from public roads due to their height and the number of poles needed, electrical poles are commonplace throughout the area and are unlikely to require substantial alteration of an identified scenic resource or result in substantial alteration of existing character, which encompasses previous on-site development and oil well sites in the hillsides to the west. An approximately 6.27-acre construction staging area (Devil's Canyon Staging Area) would be located northwest of the intersection of Shell Road and the Ventura River Trail, approximately 0.25 miles from the existing access road to the Devil's Canyon Road Site.

The implementation of this alternative would not alter an identified scenic resource, such as hillside or ridgeline terrain, because the Devil's Canyon Road Site is located on previously developed land that included industry-related structures. Further, the site presents minimal visibility from SR-33 because existing roadside-adjacent trees and vegetation regularly block the site from view of passing motorists. Therefore, the site is not highly visible from most publicly accessible vantage points in the surrounding area, including roads, scenic corridors, parks, and the Ojai–Ventura Bike Path. Given the lack of public visibility and compatibility with the existing industrial development, both short- and long-term impacts for the Devil's Canyon Road Site Alternative would be similar to those of the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative because it would require substantially more disturbance and development than that proposed by the Project.

Agriculture and Forestry Resources

The Devil's Canyon Road Site is currently developed as an industrial oilfield operations facility with existing oil wells. Similarly, no agriculture or forestry resources occur within the Project Site. Therefore, impacts related to agriculture and forestry resources under this alternative would be similar to those of the Project. Impacts would be no more localized or widespread under the Devil's Canyon Road Site Alternative.

Air Quality

The Devil's Canyon Road Site is relatively flat and is currently developed with industrial uses. Due to the previous oilfield operations, site remediation would likely be needed to remove and dispose of contaminated soils and facilities prior to the construction of the compressor station. Due to the need for remediation and construction of necessary off-site infrastructure, short-term construction impacts on air quality and associated health impacts from DPM emissions would be greater than those of the Project.

Pollutant emissions from operation of the compressor station would be roughly the same as those of the Project because the same equipment would be installed for the Devil's Canyon Road Site Alternative as for the Project. Therefore, long-term operational impacts for the Devil's Canyon Road Site Alternative would be similar to those of the Project.

Therefore, short-term construction impacts would be greater for the Devil's Canyon Road Site Alternative compared to the Project and long-term operational impacts would be similar. The nearest sensitive receptor is a residentially zoned parcel in the City of Ventura approximately 0.54 miles to the east of the Devil's Canyon Road Site boundary on the east side of SR-33, which is farther than the nearest sensitive receptor to the Project Site; therefore, the impacts from DPM might be less. Impacts of criteria pollutants would be the same as the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative compared to the Project because this alternative would require remediation activities and construction of off-site infrastructure.

Biological Resources

The Devil's Canyon Road Site Alternative would have a greater potential impact to biological resources in the region than the Project due to the required large off-site developments, such as installation of new pipeline sections to connect existing pipelines to the new on-site infrastructure and other aboveground permanent infrastructure.

The Devil's Canyon Road Site Alternative would be constructed in an already developed area that is surrounded by similar existing industrial developments. However, this alternative would potentially result in more impacts than the Project because this alternative requires large impacts from off-site developments necessary to make the alternative functional, which would not be necessary for the Project. These additional off-site features would

indirectly or directly impact nesting birds or other nearby biological resources, such as the Ventura River, beyond those found on the Project Site. In addition, these off-site improvements may impact intermittent streams and drainages in the area and would require the completion of a jurisdictional delineation prior to the start of construction to determine the appropriate permitting process under the California Department of Fish and Wildlife.

Therefore, both short- and long-term impacts to biological resources from implementation of the Devil's Canyon Road Site Alternative would be greater when compared to the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative because it would require the development of off-site improvements necessary to make the project functional that would not be necessary for the Project.

Cultural Resources

Compared with the Project, the Devil's Canyon Road Site Alternative would have a greater potential to impact cultural resources. The Devil's Canyon Road Site and its staging area are partially developed. However, the proposed alternative station location is very close to the Ventura River, which is known to be sensitive for prehistoric archaeological resources. Further, the subterranean pipelines and associated system would result in a significant amount of native ground disturbance, which has the potential to adversely impact unknown buried cultural resources during construction.

Therefore, both short- and long-term impacts to cultural resources from implementation of the Devil's Canyon Road Site Alternative would be greater than those of the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative because it would require the development of off-site developments necessary to make the alternative functional, which could impact unknown buried cultural resources, and that would not occur with the Project.

Energy

The Devil's Canyon Road Site is relatively flat and currently contains industrial development. However, due to the potential remediation of the site and development of necessary off-site infrastructure, short-term construction impacts on energy resources would be greater than those of the Project due to increased fuel and energy uses.

Energy and fuel use for operation of the compressor station would be roughly the same as those of the Project because the same equipment would be installed for the Devil's Canyon Road Site Alternative as for the Project. The long-term operational impacts for the Devil's Canyon Road Site Alternative would be similar to those of the Project.

Therefore, short-term construction impacts related to energy resources would be greater and long-term operational impacts would be similar for the Devil's Canyon Road Site Alternative compared to the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative because it would require more fuel and energy use to complete the remediation activities and off-site development compared to the Project.

Geology, Soils, and Paleontological Resources

The Devil's Canyon Road Site has been previously graded and developed and currently supports an oil extraction facility with multiple active wells. The on-site slope ranges from a low of 0% to a high of more than 30%, with a site average of approximately 6%. Based on conceptual engineering analysis, grading for this site would entail approximately 4,500 CY of over-excavation/recompaction, which would be balanced on site. The off-site electrical interconnect would require approximately 80 CY of additional grading. Development of the Devil's Canyon Road Site and all off-site improvements would be done in compliance with all federal, state, and local regulations. Due to

the additional off-site improvements, short-term impacts related to geology and soils would be greater for the Devil's Canyon Road Site Alternative compared to the Project. Once construction is complete, long-term impacts related to geology and soils at the Devil's Canyon Road Site would be similar to those of the Project because no additional grading or excavation would be required.

According to surficial geological mapping by Tan et al. (USGS 2003) at a 1:24,000 scale, the Devil's Canyon Road Site is underlain by Holocene stream terrace deposits, Holocene to Pleistocene landslide deposits, and the Pliocene Pico Formation. The Devil's Canyon Road Site Alternative's off-site improvement areas intersect Holocene active wash deposits (map unit Qw), historically active wash deposits (map unit Qw1), undivided alluvial and colluvial deposits, Holocene to Pleistocene landslide deposits, Pleistocene undivided stream terrace deposits (map unit Qpt), the Saugus Formation (Qs), the Las Posas Sandstone (Formation), the Santa Barbara Claystone (Formation), and the Pliocene Pico Formation. The Holocene stream terrace deposits, active wash deposits, historically active wash deposits, and undivided alluvial and colluvial deposits are assigned low paleontological sensitivity on the surface, increasing with depth, where they may be underlain by older, fossiliferous geological units. The Landslide deposits are assigned low paleontological sensitivity because any fossils contained within these deposits will have been displaced from their original area of deposition and thus are not in situ. The Pleistocene undivided stream terrace deposits, Saugus Formation, Las Posas Sandstone, Santa Barbara Claystone (Formation), and the Pliocene undivided Pico Formation are assigned high paleontological sensitivity because many scientifically significant fossils have been recovered from these deposits in Ventura County.

Therefore, short-term construction impacts related to geology, soils, and paleontological resources would be greater and long-term operational impacts would be similar for the Devil's Canyon Road Site Alternative compared to the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative because it would require more ground disturbance and off-site development compared to the Project.

Greenhouse Gas Emissions

The Devil's Canyon Road Site is relatively flat and has been previously graded and developed and currently supports an oil extraction facility with multiple active wells. However, due to the potential remediation of the site and development of necessary off-site infrastructure, short-term construction impacts related to GHG emissions would be greater than those of the Project.

GHG emissions from operation of the compressor station would be roughly the same as those of the Project because the same equipment would be installed for the Devil's Canyon Road Site Alternative as for the Project. The long-term operational impacts for the Devil's Canyon Road Site Alternative would be similar to those of the Project.

Therefore, short-term construction impacts related to GHG emissions would be greater and long-term operational impacts would be similar for the Devil's Canyon Road Site Alternative compared to the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative compared to the Project because it would require site remediation and off-site development.

Hazards, Hazardous Materials, and Public Safety

The Devil's Canyon Road Site Alternative would be located on a site that currently supports an oil extraction facility with multiple active wells. Because SoCalGas does not own or have access to the Devil's Canyon Road Site, it is unknown if any hazardous materials are stored on the site or if any recognized environmental conditions are present. Due to the existing oilfield activities on the Devil's Canyon Road Site, it is assumed that some amount of site remediation would be required prior to the construction of the new compressor station. Should any environmental

hazards be present on site, appropriate remediation and disposal activities would occur prior to the start of construction. It is anticipated that the post-remediation construction and operation of the Devil's Canyon Road Site Alternative would not 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. However, off-site construction would be more widespread due to the required off-site improvements and the potential for spills or accidents would be greater than those of the Project. Once construction was complete, the facility would operate per an HMBP and integrated stormwater/oil spill prevention and countermeasure plan. Similar materials to those that would be used during construction of the Project would be used during the Devil's Canyon Road Site Alternative construction and operation activities. During the operation of the compressor station, all hazardous materials on site would be used, handled, and stored in compliance with all applicable federal, state, and local health and safety regulations. Additionally, any on-site hazardous materials that may require transportation off site, including oil and coolant waste, would be transported by a licensed contractor and properly disposed of. Therefore, impacts related to hazards, hazardous materials, and public safety related to the Devil's Canyon Road Site Alternative would be greater for short-term construction impacts and similar for long-term operational impacts compared to the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative.

Hydrology and Water Quality

The Devil's Canyon Road Site has been previously graded and developed and currently supports an oil extraction facility with multiple active wells. The on-site slope ranges from a low of 0% to a high of more than 30%, with a site average of approximately 6%. Stormwater would drain from the Devil's Canyon Road Site east into the Ventura River. Construction of the Devil's Canyon Road Site Alternative could increase runoff due to new impervious surfaces. A new stormwater system that would include detention basins would be required to capture stormwater. A SWPPP would be developed and implemented during construction in accordance with the Construction General Permit. The new compressor facility and off-site improvements would comply with all hazardous storage regulations and would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Therefore, impacts related to hydrology and water quality for the Devil's Canyon Road Site Alternative would be greater for short-term construction impacts and similar for long-term operational impacts compared to the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative because it would require site remediation and improvements off site that would not be required as part of the Project.

Land Use and Planning

The Devil's Canyon Road Site is in southwest Ventura County, located slightly east of SR-33 and the City of Ventura, approximately 6,000 feet northwest of the Project Site on North Olive Street. The Devil's Canyon Road Site and all on-site alternative components would be located within a single approximately 336-acre parcel (APN 060-0-310-16), with off-site components—including two existing transmission pipelines and two mainline valve stations (one at the terminus of each proposed pipeline)—located on portions of adjacent APN 060-0-310-15, APN 060-0-310-17, APN 060-0-310-18, and APN 060-0-300-04. Regional access to the Devil's Canyon Road Site is currently provided from SR-33 via U.S. Route 101. Site access from the highway is provided by an existing access road and bridge approximately 28 feet in width that crosses the Ventura River, also located within APN 060-0-310-16.

The surrounding land uses of the Devil's Canyon Road Site are predominantly open space and agricultural, with minimum lot sizes ranging from 40 to 160 acres. These include the County General Plan (2020) land use designation of Open Space in all directions, as well as County zoning of AE-40 to the southwest; OS-160 to the

north, south, west, and east; and an HCWC overlay zone to the east running along the Ventura River riparian corridor west of SR-33 (County of Ventura 2021). The nearest industrial land use (County—Industrial) and zoning (County—General Industrial Zone [M-3] with a 10,000-square-foot lot area minimum) is located approximately 1,300 feet to the east on the east side of SR-33 (APN 068-0-010-01) (County of Ventura 2021). The Devil's Canyon Road Site is not adjacent to any sensitive receptors. The nearest sensitive land use is a residentially zoned parcel (APN 069-0-141-135) in the City of Ventura, approximately 0.54 miles east of the Devil's Canyon Road Site boundary on the east side of SR-33.

All the operational on-site components of the Devil's Canyon Road Site Alternative are located within parcels with County zoning that would conditionally allow the industrial and/or manufacturing uses proposed by the alternative. Additionally, although the primary compressor station site for this alternative is within an area governed by the SOAR initiative, SOAR would not be implicated because no change in land use or zoning would be required. No portion of the Devil's Canyon Road Site is adjacent to any sensitive receptors. The nearest industrially zoned land use parcel (APN 068-0-010-01) is approximately 0.25 miles to the east of the compressor station boundary, while the nearest sensitive land use is a residentially zoned parcel (APN 069-0-141-135) in the City of Ventura, approximately 0.54 miles from the Devil's Canyon Road Site (County of Ventura 2021). The proposed Devil's Canyon Staging Area is located within a parcel zoned for industrial uses; however, this feature would not be required during project operation and is therefore not incorporated into this land use analysis. Although the primary compressor station site is within an area governed by the SOAR initiative, SOAR would not be implicated because no change in land use or zoning would be required. The Devil's Canyon Road Site would remain designated and zoned as Open Space and could allow a compressor station use with a conditional use permit even though the site is not zoned industrial.

Operational activities required as part of the Devil's Canyon Road Site Alternative include the long-term maintenance of the pipelines and associated off-site facilities. The appropriate right-of-way acquisitions and/or access easements would need to be obtained from property owners within the pipeline area to allow for both construction and ongoing maintenance activities. As such, short- and long-term impacts related to land use would be greater when compared to the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative because it would require the acquisition of additional rights-of-way and access easements.

Mineral Resources

The Devil's Canyon Road Site is located within the south-central portion of the active Ventura Oil Field (DOC 2022b). According to the U.S. Department of Conservation (DOC 2022b), there are at least five currently active wells located on the proposed compressor station site, in addition to a number of active wells operating in the near vicinity. To procure a site that is large enough to house the compressor station, one or more of the active oil wells may need to be decommissioned as part of this alternative. As such, short- and long-term impacts related to the Devil's Canyon Road Site Alternative would be greater than those of the Project and impacts would be more widespread because the Devil's Canyon Road Site Alternative has the potential to eliminate existing mineral resource extraction.

Noise

The nearest sensitive receptor to the Devil's Canyon Road Site is a residentially zoned parcel in the City of Ventura approximately 0.54 miles to the east of the site boundary on the east side of SR-33. Although the Devil's Canyon Road Site Alternative would require more ground disturbance than the Project, the distance to the nearest sensitive receptor is much greater for this alternative. Off-site construction impacts, including the Devil's Canyon Staging Area, would not be located within 1,000 feet of a sensitive receptor. Both on- and off-site construction noise would

be less than 64 dBA 1,000 feet from any construction activity and would not impact the established industrial and agricultural land uses surrounding the site. Operational noise impacts would be less than those of the Project because the distance from the nearest sensitive receptor would be greater.

Therefore, due to the greater distance of the nearest sensitive receptor from the Devil's Canyon Road Site, short-term construction impacts and long-term operational impacts would be less than those of the Project. Impacts would be no more localized or widespread under the Devil's Canyon Road Site Alternative.

Population and Housing

The Devil's Canyon Road Site is not within an established community and, like the Project, the Devil's Canyon Road Site Alternative would not have impacts related to population and housing. Short- and long-term impacts for the Devil's Canyon Road Site Alternative would be similar to those of the Project and impacts would be no more localized or widespread.

Public Services

Under the Devil's Canyon Road Site Alternative, a new compressor station would be developed in an industrial area of Ventura County, adjacent to existing agricultural and industrial activities. Adequate emergency services would be able to access the Devil's Canyon Road Site. The Devil's Canyon Road Site Alternative would not increase demand for public services. Similar to the Project, the compressor station operations would be required to comply with California Division of Occupational Safety and Health regulations, California Process Safety Management regulations, and Code of Federal Regulations requirements. SoCalGas also has a Contractor Safety Program and would require all contractors working at the site to meet or exceed the requirements of this program and to demonstrate their past safety performance. Therefore, because the Devil's Canyon Road Site Alternative would not be anticipated to increase demand for public services and would provide adequate emergency service access, both short- and long-term impacts for the Devil's Canyon Road Site Alternative would be similar to those of the Project. Impacts would be no more localized or widespread because the Devil's Canyon Road Site Alternative would require a similar level of public services as the Project.

Recreation

The Devil's Canyon Road Site Alternative would be sited within an already developed industrial area that would not be visible from existing recreation areas. Therefore, similar to the Project, the Devil's Canyon Road Site Alternative would not have impacts related to recreation. Short- and long-term impacts for the Devil's Canyon Road Site Alternative would be similar to those of the Project and impacts would be no more localized or widespread.

Transportation

The Devil's Canyon Road Site would be located at an existing oil extraction site on the west side of SR-33. The site can be accessed from U.S. Route 101 via SR-33 to the Shell Road/Mill Canyon Road interchange to Shell Road and Devil's Canyon Road. Shell Road (west of SR-33) and Devil's Canyon Road are both unpaved roads with negligible vehicular traffic and are primarily used for private access to the oil/gas field. Therefore, with direct access to the site provided via major highways, the Devil's Canyon Road Site is not considered to be in a road-constrained area. Furthermore, access to the site is provided by multiple driveways off Shell Road that meet SoCalGas and emergency responder access requirements.

Construction of the compressor station, including pad grading, minor access road improvements, on-site utility installations, buildings, and compressors, would take approximately 24 to 30 months, with major earthwork occurring for less than 1 year due to the flat/graded nature of the property. Given the location of the site and sufficient existing access, heavy trucks would not travel through residential areas or roadway-constrained areas.

The Devil's Canyon Road Site would require the construction of pipelines through the oil/gas hillside area, requiring grading, trenching, and pipeline installation and potentially acquisition of additional pipeline right-of-way. The alternative would require construction of a new pipeline within or near Devil's Canyon Road. It is assumed that there would be moderate construction on Devil's Canyon Road, with the potential for lane closures along several segments (representing at least 2,500 linear feet). However, Devil's Canyon Road is a private unpaved road and is primarily used for private access to the oil/gas field. This construction would have some impact on Devil's Canyon Road; however, there would be no construction on public roadways that could cause new congestion or exacerbate existing traffic conditions. A Construction Traffic Control Plan would also be implemented to help reduce potential impacts.

Nonetheless, impacts related to construction traffic would be greater for the Devil's Canyon Road Site Alternative when compared to the Project because construction activities would last longer and require construction along Devil's Canyon Road. Long-term operational impacts for the Devil's Canyon Road Site Alternative would be similar when compared to the Project because operational staffing and maintenance activities would be the same for both. Impacts would more widespread under the Devil's Canyon Road Site Alternative because construction activities along Devil's Canyon Road would be required.

Tribal Cultural Resources

Compared with the Project, the Devil's Canyon Road Site Alternative has a greater potential to impact tribal cultural resources. The Devil's Canyon Road Site and its staging area are partially developed. However, the proposed station location is very close to the Ventura River, which is known to be sensitive for prehistoric archaeological resources. Further, the subterranean pipelines and associated system would result in a significant amount of native ground disturbance that has the potential to adversely impact unknown buried tribal cultural resources during construction.

Therefore, both short- and long-term impacts to tribal cultural resources from implementation of the Devil's Canyon Road Site Alternative would be greater compared to the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative because it would require large ground disturbance and off-site developments necessary to make the alternative functional, which could impact unknown buried Tribal Cultural Resources, whereas this would not occur with the Project.

Utilities and Service Systems

Development of the Devil's Canyon Road Site Alternative would require approximately 0.97 miles of subterranean pipeline beneath Devil's Canyon Road that would tie into the existing natural gas system pipelines using two mainline valves, as well as minor upgrades to an approximately 0.36-mile-long existing access road to accommodate the alternative. In addition, approximately 0.85 miles of off-site aboveground electrical utility extensions (including 40 new poles) would also be required. All off-site ground disturbance would be conducted within and surrounded by non-urbanized industrial and agricultural land. However, because new gas pipelines would need to be constructed to serve the Devil's Canyon Road Site, impacts would be greater than those of the Project. The long-term operational impacts for the Devil's Canyon Road Site Alternative would be similar to those of the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative compared to the Project because entirely new gas pipelines would need to be constructed to serve the Devil's Canyon Road Site.

Wildfire

All operational components of the Devil's Canyon Road Site are fully or partially within an SRA or lands designated as a very high FHSZ (CAL FIRE 2007). A little over half of the compressor station site is within a very high FHSZ, while the rest, along with the required mainline valve stations, is within a high FHSZ (CAL FIRE 2007). The access road passes through a high, moderate, and very high FHSZ (CAL FIRE 2007, 2010). In addition, due to the exposed nature of the electrical interconnect—traveling through a Tier 3 HFTD—the electrical interconnect could represent an increased fire risk to the surrounding community due to potentially downed power lines (CPUC 2022). Therefore, both short- and long-term impacts related to wildfire would be greater for the Devil's Canyon Road Site Alternative compared to the Project. Impacts would be more widespread under the Devil's Canyon Road Site Alternative because the location of the electrical interconnect is within a Tier 3 HFTD and due to the number of required poles/exposed length of conduit within a Tier 3 HFTD.

6.2.5 Ventura Steel Site

Aesthetics

The Ventura Steel Site is located within the local valley landscape to the east of SR-33 (and east of Ventura Avenue). Although the site is visible from SR-33, the valley landscape has been visibly altered by previous development, including oil wells, storage tanks, storage yards, and wooden and metallic siding structures supporting industrial and commercial businesses. Development of the Ventura Steel Site would not result in damage to a scenic resource (the site encompasses relatively flat and previously developed terrain) and would not obstruct or otherwise degrade an existing view to a valued scenic resource such as hillsides. Construction of off-site pipelines is likely to result in temporary contrasting lines and scars on hillsides that would be visible from SR-33; however, due to the temporal nature of the disturbance (which would revegetate over time) and the degraded visual character caused by the visible oil/gas uses in the vicinity, pipeline installation is not anticipated to create substantial effects to existing visual character. Approximately 37 electrical poles would be installed from the Ventura Steel Site to connect to an existing electrical line to the San Nicholas Circuit. The installation of poles would slightly expand the viewshed of project components and would result in some additional view degradation, although the surrounding area currently includes multiple utility poles/lines that traverse the area and Ventura Avenue. Development of the Ventura Steel Site would require the addition of a permanent access road (approximately 3,600 feet long by 12 feet wide), which would result in linear visual disturbance on hillsides visible from SR-33. However, as stated above, the presence of oil and gas infrastructure in the nearby SR-33 viewshed would reduce the severity of visual character effects. It should be noted that although the Ventura Steel Site is adjacent to North Ventura Avenue, both the site and this segment of Ventura Avenue are north of the scenic corridor boundaries as identified by the City (City of Ventura 2005b). Lastly, the Ventura Steel Site is not anticipated to be visible from Grant Park due to the presence of an intervening ridgeline that effectively blocks the site from the view of Grant Park visitors.

Development of the Ventura Steel Site Alternative would minimally alter the existing visual character, and the site is minimally to moderately visible from an identified scenic resource (i.e., SR-33, an eligible state scenic highway). However, contrasting lines and hillside scars created by the construction of off-site pipelines and a permanent access road would result in short-term and long-term impacts greater than those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative because it would require substantially more disturbance and off-site development than that proposed by the Project.

Agriculture and Forestry Resources

The Ventura Steel Site is currently developed as an industrial operations facility with existing oil wells. Similarly, no agricultural or forestry resources occur within the Project Site. Therefore, impacts related to agriculture and forestry resources would be similar to those of the Project. Impacts would be no more localized or widespread under the Ventura Steel Site Alternative.

Air Quality

The Ventura Steel Site is relatively flat and currently developed with industrial uses. Development of this site would require new off-site infrastructure. Due to the existing industrial operations, site remediation may be required to remove and dispose of contaminated soils prior to the construction of the compressor station. Due to the need for remediation and construction of off-site infrastructure, short-term construction impacts to air quality and health would be greater than those of the Project.

Pollutant emissions due to operation of the compressor station would be roughly the same as those of the Project because the same equipment would be installed for the Ventura Steel Site Alternative as for the Project. Therefore, long-term operational impacts for the Ventura Steel Site Alternative would be similar to those of the Project.

Short-term construction impacts for the Ventura Steel Site Alternative would be greater than, and long-term operational impacts would be similar to, the impacts for the Project. The nearest sensitive receptor is a residentially zoned parcel in the City of Ventura approximately 0.33 miles to the south of the Ventura Steel Site boundary, which is farther than the nearest sensitive receptor to the Project Site; therefore, impacts from DPM might be less. Impacts of criteria pollutants would be the same as the Project. Impacts would be more widespread under the Ventura Steel Site Alternative compared to the Project because the alternative would require remediation activities and substantial construction of off-site infrastructure.

Biological Resources

The Ventura Steel Site Alternative would have a greater potential impact to biological resources in the region compared to the Project due to the required large off-site developments, such as installation of new pipeline sections to connect existing pipelines to the new on-site infrastructure and the development of the roadways.

The Ventura Steel Site Alternative would be constructed in an already developed area that is surrounded by similar existing industrial developments. However, this alternative would potentially result in more impacts than the Project because this alternative requires large impacts from off-site developments necessary to make the alternative functional that would not be necessary for the Project. These additional off-site features would indirectly or directly impact nesting birds or other nearby biological resources beyond those found on the Project Site. In addition, these off-site improvements may impact intermittent streams and drainages in the area and would require the completion of a jurisdictional delineation prior to the start of construction to determine the appropriate permitting process under the California Department of Fish and Wildlife.

Therefore, both short- and long-term impacts to biological resources from implementation of the Ventura Steel Site Alternative would be greater compared to the Project. Impacts would be more widespread under the Ventura Steel Site Alternative because it would require the development of off-site improvements necessary to make the alternative functional that would not be necessary for the Project.

Cultural Resources

Similar to the Project, the Ventura Steel Site is in an entirely developed and industrial area. However, the proposed subterranean pipelines and associated systems will result in a significant amount of native ground disturbance, which has the potential to adversely impact unknown buried cultural resources during construction. Pipelines are proposed in both heavily developed and undeveloped areas, leading to the potential for significant impacts to unknown buried historical and archaeological resources.

Therefore, both short- and long-term impacts to cultural resources from implementation of the Ventura Steel Site Alternative would be greater than those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative because it would require the development of off-site developments necessary to make the alternative functional, which could impact unknown buried cultural resources, and this would not occur with the Project.

Energy

The Ventura Steel Site is relatively flat and is currently contains industrial development. However, due to the potential remediation of the site and development of necessary substantial off-site infrastructure, short-term construction impacts related to energy resources would be greater than those of the Project due to increased fuel and energy uses.

Energy and fuel use related to operation of the compressor station would be roughly the same as those of the Project because the same equipment would be installed for the Ventura Steel Site Alternative as for the Project. Therefore, the long-term operational impacts to energy resources for the Ventura Steel Site Alternative would be similar to those of the Project.

Short-term construction impacts related to energy resources for the Ventura Steel Site Alternative would be greater than, and long-term operational impacts would be similar to, those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative because it would require more fuel and energy use to complete the remediation activities and substantial off-site development compared to the Project.

Geology, Soils, and Paleontological Resources

The site has been previously graded and developed, resulting in an average on-site slope of approximately 6%. The surrounding area is similarly improved to the north, west, and southeast, with slopes of less than 20%. Based on conceptual engineering analysis, grading for the on-site components would entail approximately 4,500 CY of over-excavation/recompaction. In addition, the access road would require approximately 1,600 CY of over-excavation/recompaction; however, this would take place off site. The electrical interconnect would require approximately 74 CY of additional over-excavation/recompaction to install the required electrical poles. Due to the substantial additional off-site improvements, short-term impacts related to geology and soils would be greater for the Ventura Steel Site Alternative compared to the Project. Once construction is complete, long-term impacts related to geology and soils at the Ventura Steel Site would be similar to those of the Project because no additional grading or excavation would be required.

According to surficial geological mapping by Tan et al. (USGS 2003) at a 1:24,000 scale, the Ventura Steel Site is underlain by Holocene stream terrace deposits and alluvial fan deposits (map unit Qhf). Given their young age, Holocene alluvial fan deposits do not usually preserve fossils and are assigned low paleontological sensitivity on the surface, increasing with depth, where they may be underlain by Pleistocene and older, fossiliferous geological units.

According to Tan et al. (USGS 2003), the Ventura Steel Site off-site improvements intersect Holocene historically active wash deposits, undivided alluvial and colluvial deposits (map unit Qha), undivided stream terrace deposits, and alluvial fan deposits; Holocene to Pleistocene landslide deposits; the Pleistocene Santa Barbara Claystone (Formation); and the Pliocene undivided Pico Formation. The Holocene historically active wash deposits, undivided alluvial and colluvial deposits, undivided stream terrace deposits, and alluvial fan deposits are assigned low paleontological sensitivity on the surface, increasing with depth, where they may be underlain by older, fossiliferous geological units. The Landslide deposits are assigned low paleontological sensitivity because any fossils contained within these deposits will have been displaced from their original area of deposition and thus are not in situ. The Santa Barbara Claystone (Formation) and the Pico Formation are assigned high paleontological sensitivity because many scientifically significant fossils have been recovered from these deposits in Ventura County.

Overall, short-term construction impacts Ventura Steel Site Alternative related to geology, soils, and paleontological resources would be greater than, and long-term operational impacts would be similar to, those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative because it would require more ground disturbance and off-site development compared to the Project.

Greenhouse Gas Emissions

The Ventura Steel Site is relatively flat and has been previously graded and developed, and it is currently developed as an industrial site. However, due to the potential remediation of the site and development of substantial necessary off-site infrastructure, short-term construction impacts related to GHG emissions would be greater than those of the Project.

GHG emissions from operation of the compressor station would be roughly the same as those of the Project because the same equipment would be installed for the Ventura Steel Site Alternative as for the Project. The long-term operational impacts would be similar for the Ventura Steel Site Alternative compared to those of the Project.

In sum, short-term construction impacts for the Ventura Steel Site Alternative related to GHG emissions would be greater than, and long-term operational impacts would be similar to, those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative compared to the Project because it would require site remediation and substantial off-site development.

Hazards, Hazardous Materials, and Public Safety

The Ventura Steel Site Alternative would be located on a site that currently supports industrial activities, including an oil extraction facility with multiple active wells. Because SoCalGas does not own or have access to the Ventura Steel Site, it is unknown if any hazardous materials are stored on the site or if any recognized environmental conditions are present. Due to the existing industrial and oil field activities on the Ventura Steel Site, it is assumed that some site remediation would be required prior to the construction of the new compressor station. Should any environmental hazards be present on site, appropriate remediation and disposal activities would occur prior to the start of construction. It is anticipated that the post-remediation construction and operation of the Ventura Steel Site Alternative would not 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. However, off-site construction for the Ventura Steel Site Alternative would be more widespread due to the required off-site improvements, and the potential for spills or accidents would be greater than those of the Project. Once construction was complete, the facility would operate per an HMBP and integrated stormwater/oil spill prevention and countermeasure plan. Materials similar to those that would be used during construction of the Project would be used during the Ventura Steel Site Alternative construction and operation activities. During the operation of the

compressor station, all hazardous materials on site would be used, handled, and stored in compliance with all applicable federal, state, and local health and safety regulations. Additionally, any on-site hazardous materials that may require transportation off the site, including oil and coolant waste, would be transported by a licensed contractor and properly disposed of. Therefore, impacts related to hazards, hazardous materials, and public safety related to the Ventura Steel Site Alternative would be greater for short-term construction impacts and similar for long-term operational impacts when compared to the Project. Impacts would be more widespread under the Ventura Steel Site Alternative.

Hydrology and Water Quality

The Ventura Steel Site has been previously graded and developed, resulting in an average on-site slope of approximately 6%. The surrounding area is similarly improved to the north, west, and southeast, with slopes of less than 20%. Stormwater would drain from the Ventura Steel Site west into the Ventura River. A new stormwater system that would include detention basins would be required to capture stormwater. A SWPPP would be developed and implemented during construction in accordance with the Construction General Permit. The new compressor facility and off-site improvements would comply with all hazardous storage regulations and would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Therefore, impacts related to hydrology and water quality for the Ventura Steel Site Alternative would be greater for short-term construction impacts and similar for long-term operational impacts when compared to the Project. Impacts would be more widespread under the Ventura Steel Site Alternative because it would require site remediation and substantial improvements off site that would not be required as part of the Project.

Land Use and Planning

The Ventura Steel Site is located within the County of Ventura, approximately 0.31 miles north of the City of Ventura boundary and within the City's spere of influence (City of Ventura 2022a, 2022b), slightly west of SR-33. The Ventura Steel Site's on-site components would be located across portions of several APNs, including APN 063-0-210-12 (8.77 acres), APN 063-0-220-14 (3.46 acres), APN 063-0-220-15 (1.49 acres), APN 063-0-220-16 (1.68 acres), and a slim portion of APN 063-0-210-09 (County of Ventura 2021). Under existing conditions, regional access to the site is provided by Ventura Avenue via SR-33 and U.S. Route 101.

Land uses adjacent to the Ventura Steel Site include the County General Plan land use designations of Industrial to the north, west, and south, as well as Open Space directly adjacent and to the east. The adjacent land areas to the north, west, and south are zoned M-3 (General Industrial Zone with a 10,000-square-foot lot area minimum), per the County non-coastal zoning ordinance (County of Ventura 2023, 2021). The parcel adjacent to the southeast corner of the site is zoned OS-160, requiring a minimum lot area of 160 acres, and an additional parcel located approximately 78 feet to the east of this parcel is zoned AE-40, which has a minimum lot size requirement of 40 acres (County of Ventura 2023). The Ventura Steel Site is not adjacent to any sensitive receptors. The nearest sensitive land use is a residentially zoned parcel (APN 069-0-151-105) in the City of Ventura, approximately 0.33 miles to the south of the site boundary.

The Ventura Steel Site's on-site operational components would be located across portions of several APNS within the County. The current County land use and zoning for the compressor station site are Industrial and M-3, which has a 10,000-square-foot lot area minimum. The Ventura Steel Site Alternative would require more than 19,000 feet of additional pipeline. There are two main pipeline corridors proposed: one would be located primarily

in the public right-of-way along Ventura Avenue, connecting to an existing pipeline on the existing compressor station site (City of Ventura 2022a, 2022b), and the other would be located east of the City's urban area skirting the City/County boundary line. This corridor would travel through County parcels with a land use designation of Open Space, as well as a City parcel with a land use designation of Neighborhood Low (County of Ventura 2020; City of Ventura 2005). Zoning for these parcels includes Residential Planned Development (RPD) (City), OS-160 (County), AE-40 (County), and M-3 (County). Because the compressor station site would be located on land areas designated for industrial and/or manufacturing uses, selection of this alternative would be a permitted use with existing land use and/or zoning. Additionally, the proposed Ventura Steel Staging Area would be spread across multiple parcels to the northeast of the compressor station site, all of which are similarly designated Industrial and zoned M-3; however, the Ventura Steel Staging Area would be removed once the site becomes operational and is therefore not incorporated into the operational land use analysis.

The Ventura Steel Site is in an interface area between urban/suburban and open space/agricultural uses just north of the City line. It is proposed on land areas designated for industrial and/or manufacturing uses and is not adjacent to any sensitive receptors. Industrial and manufacturing uses are located adjacent to the Ventura Steel Site to the north, west, and south, and the predominant land uses to the east of the site are open space and agricultural (County of Ventura 2020).

Operational activities required as part of the Ventura Steel Site Alternative would include the long-term maintenance of the pipelines and associated off-site facilities. The appropriate rights-of-way and/or access easements would need to be obtained from property owners within the pipeline area to allow for both construction and ongoing maintenance activities. As such, short- and long-term impacts related to land use resulting from this alternative would be greater than those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative because it would require the acquisition of additional rights-of-way and access easements.

Mineral Resources

The Ventura Steel Site is located within the south-central portion of the active Ventura Oil Field (DOC 2022b). According to the U.S. Department of Conservation (DOC 2022b), there are at least 11 currently active wells located on the Ventura Steel Site, in addition to other active wells operating in the near vicinity. In order to procure a site that is large enough to house the compressor station, one or more of the active oil wells may need to be decommissioned as part of this alternative. As such, short- and long-term impacts related to the Ventura Steel Site Alternative would be greater than those of the Project and impacts would be more widespread since the Ventura Steel Site Alternative has the potential to eliminate existing mineral resource extraction.

Noise

The nearest non-industrial land use to the Ventura Steel Site is a residentially zoned parcel in the City of Ventura approximately 0.33 miles to the south of the site boundary. Although the Ventura Steel Site Alternative would require more ground disturbance than the Project, the distance to the nearest sensitive receptor is greater. However, off-site construction impacts would occur directly adjacent to sensitive receptors and would have the potential to cause significant impacts related to noise and vibration. Operational noise impacts would be less than those of the Project because the distance from the nearest sensitive receptor would be greater.

Therefore, due to off-site construction being directly adjacent to sensitive receptors, short-term construction impacts would be similar to those of the Project. Long-term operational noise impacts for the Ventura Steel Site Alternative would be less than those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative due to the substantial off-site improvements required.

Population and Housing

The Ventura Steel Site is not within an established community and, like the Project, would not have impacts related to population and housing. Therefore, short- and long-term impacts for the Ventura Steel Site Alternative would be similar to those of the Project and impacts would be no more localized or widespread.

Public Services

Under the Ventura Steel Site Alternative, a new compressor station would be developed in an industrial area of Ventura County, adjacent to existing industrial activities. Adequate emergency services would be able to access the Ventura Steel Site. The Ventura Steel Site Alternative would not increase demand for public services. Similar to the Project, the compressor station operations would be required to comply with California Division of Occupational Safety and Health regulations, California Process Safety Management regulations, and Code of Federal Regulations requirements. SoCalGas also has a Contractor Safety Program and would require all contractors working at the site to meet or exceed the requirements of this program and to demonstrate their past safety performance. Therefore, because the Ventura Steel Site Alternative is not anticipated to increase demand for public services and would provide adequate emergency service access, both short- and long-term impacts for the Ventura Steel Site Alternative would be similar to those of the Project. Impacts would be no more localized or widespread because the Ventura Steel Site Alternative would require a similar level of public services as the Project.

Recreation

The Ventura Steel Site Alternative would be sited in an already developed industrial area that would not be visible from existing recreation areas. Therefore, similar to the Project, the Ventura Steel Site Alternative would not have impacts related to recreation. Short- and long-term impacts for the Ventura Steel Site Alternative would be similar to those of the Project and impacts would be no more localized or widespread.

Transportation

The Ventura Steel Site has direct access from U.S. Route 101 via SR-33 to the Shell Road interchange and North Ventura Avenue. The County General Plan (Ventura County 2020) classifies Shell Road as a minor road and North Ventura Avenue as a collector. North Ventura Avenue is also identified in the General Plan as a major County Road. Although Shell Road is classified as a minor road, trucks would travel to and from the interchange along this road for approximately 1,800 feet or less. Therefore, with direct access to the Ventura Steel Site provided via highways and a major County roadway, the site is not considered to involve travel through a road-constrained area. Furthermore, access to the site is provided by multiple driveways off North Ventura Avenue and East Shell Road that currently meet SoCalGas and emergency responder access requirements.

Construction of the compressor station, including pad grading, access road, on-site utility installations, buildings, and compressors, would take approximately 36 to 48 months, with major earthwork and heavy truck traffic occurring for less than 1 year due to the flat/graded nature of the property. Given the location of the site and sufficient existing access, heavy trucks would not travel through residential areas or roadway-constrained areas.

The Ventura Steel Site Alternative would require natural gas pipelines to be constructed beneath Ventura Avenue, requiring grading, trenching, and pipeline installation and potentially acquisition of additional pipeline right-of-way. Construction of the Ventura Steel Site Alternative would require road closures on Ventura Avenue. Roadway construction would be phased to ensure that disruption for lane closures would still allow for adequate roadway

functions and emergency access. To maintain traffic flow, one lane would be closed for 6 months and then the alternate lane would be closed for 6 months, with traffic control measures in place for the duration of the work. Pipeline Corridor 1 would require 9,398 linear feet of pipelines located within Ventura Avenue.

Therefore, impacts related to construction traffic would be greater for the Ventura Steel Site Alternative compared to the Project because construction activities would last longer and would sequentially close one lane of Ventura Avenue for approximately 12 months. Long-term operational impacts for the Ventura Steel Site Alternative would be similar to those of the Project because operational staffing and maintenance activities would be the same for both. Impacts would more widespread under the Ventura Steel Site Alternative because substantial lane closures would be required during construction.

Tribal Cultural Resources

Similar to the Project's Development Area, the Ventura Steel Site and Ventura Steel Staging Area are in an entirely developed and industrial area. However, the proposed subterranean pipelines and associated systems would result in a significant amount of native ground disturbance that would have the potential to adversely impact unknown buried tribal cultural resources during construction. Pipelines are proposed in both heavily developed and undeveloped areas, leading to the potential for significant impacts to unknown buried tribal cultural resources.

Therefore, both short- and long-term impacts to tribal cultural resources from implementation of the Ventura Steel Site Alternative would be greater than those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative because it would require ground disturbance and substantial off-site developments necessary to make the alternative functional, which could impact unknown buried tribal cultural resources, and this would not occur with the Project.

Utilities and Service Systems

The Ventura Steel Site Alternative would require approximately 78,561 square feet of off-site ground disturbance for pipelines, approximately 282 square feet of depressurization line, and approximately 7,500 square feet for the mainline valve connections, for a total of approximately 86,343 square feet of off-site ground disturbance. One pipeline route would be within open space/hillside areas and surrounded by non-urbanized land and would not impact urban roadways or otherwise impede commuter traffic. The other pipeline route would be constructed beneath the alignment of North Ventura Avenue, which is a primary thoroughfare for commuter traffic in the area. Pipeline construction would require staged construction, with one pipeline trenched, constructed, and completed beneath one portion of the road, followed by the second pipeline's trenching, construction, and completion. This staged construction within North Ventura Avenue would be required to minimize the extent of required lane closures, ensure adequate northbound–southbound traffic flow during roadway construction, and allow for adequate space between pipelines and avoidance of existing utility lines.

However, because a substantial length of new gas pipelines would need to be constructed to serve the Ventura Steel Site, short-term impacts would be greater than those of the Project. The long-term operational impacts for the Ventura Steel Site Alternative would be similar to those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative compared to the Project because entirely new gas pipelines would need to be constructed to serve the Ventura Steel Site.

Wildfire

All the operational components of the Ventura Steel Site would be partially within an SRA or lands designated as a very high FHSZ (CAL FIRE 2007, 2010). Most of the proposed compressor station site, both off-site mainline valve stations, and most of the eastern pipeline corridor are within a very high FHSZ (CAL FIRE 2007, 2010). The Ventura Steel Site is classified as a non-vegetated area within the Ventura Fuel Bed and is located immediately adjacent and to the west of a vegetated area within the Ventura Fuel Bed (Radeloff 2010; VCFD 2021). Although the eastern pipeline corridor would be undergrounded, access roads would still be required for maintenance and would be located in an unimproved high fuel load area. As such, workers would be exposed to very high FHSZ conditions, particularly in the later summer and early fall. Therefore, both short- and long-term impacts related to wildfire for the Ventura Steel Site Alternative would be greater than those of the Project. Impacts would be more widespread under the Ventura Steel Site Alternative.

7 Cumulative and Other CEQA Considerations

7.1 Cumulative Impacts

The Guidelines for Implementation of the California Environmental Quality Act (CEQA; CEQA Guidelines) Section 15130 requires that a project's cumulative impacts be discussed when the incremental effects of the proposed project are cumulatively considerable. According to CEQA Guidelines Section 15065(a)(3), the term "cumulatively considerable" means that "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Specifically, CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. When addressing cumulative impacts, CEQA Guidelines Section 15130(b) notes that the elements necessary to provide an adequate discussion of significant cumulative impacts encompass either:

a) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
b) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analyses for each environmental issue under Section 7.1.3, Cumulative Impact Analysis, uses one or both methods, as applicable for each environmental impact discussed for the proposed Ventura Compressor Station Modernization (Project) in this Proponent's Environmental Assessment (PEA).

7.1.1 List of Cumulative Projects

Methodology

In accordance with California Public Utilities Commission (CPUC) Guidelines for Energy Project Applications Requiring CEQA Compliance, this section provides a listing of past, present, and reasonably foreseeable future projects within and surrounding the Project area (within an approximately 2-mile radius from the Project Site). Requests for information pertaining to past, present, and reasonably foreseeable future projects were submitted to the appropriate agencies and interested parties in February 2023 and are summarized in Table 7-1.

Table 7-1. Cumulative Projects Request Response Summary

Agency/ Interested Party	Date of Response	Response
City of Ventura Planning Department	2/10/2023	The City provided a link to the City of Ventura's development map that provides project information.
County of Ventura Planning Department	N/A	No response received.
Ventura County Public Works Agency – Land Development Services	2/14/2023	VCPWA Land Development Services Division stated there are no projects with Land Development Services for that area.
Ventura County Public Works Agency – Advanced Planning	2/16/2023	VCPWA Advanced Planning Division provided links to Ventura County's Initial Study Assessment Guidelines and FEMA flood hazard information and stated they do not have a list of projects.
California Department of Transportation District 7 (Caltrans)	N/A	No response received.
California Public Utilities Commission (CPUC)	N/A	No response received.
Southern California Edison (SCE)	2/10/2023	SCE provided a list of distribution circuits within the 2-mile radius. Also, SCE provided a PowerPoint that contained a link to the SCE Capital Improvements map.
California Energy Commission (CEC)	2/7/2023	CEC staff searched various databases and did not find any power plants within a 2-mile radius of the Project Site.
California Independent System Operator Corporation (CAISO)	2/6/2023	CAISO provided a link to a Generation Queue Report that includes a list of projects by county/utility. Five projects are within Ventura County; however, the specific locations of the projects could not be provided.
Ventura Unified School District (VUSD)	2/1/2023	VUSD confirmed receipt of request and indicated they would reach out with further questions.
Ventura County Air Pollution Control District (VCAPCD)	2/6/2023	VCAPCD provided a spreadsheet with 47 facilities with VCAPCD Permits to Operate within the 2-mile radius. VCAPCD confirmed there are no new proposed facilities (facilities with active/issued Authorities to Construct) in the 2-mile-radius.

Source: Appendix G.

Cumulative Projects under Consideration

City of Ventura

The City of Ventura provided information on the projects they consider to be relevant to cumulative impacts. Table 7-2 presents a listing of the City's past, present, and reasonably foreseeable projects that are applicable to consideration of cumulative impacts. These cumulative projects are depicted on Figure 7-1, City of Ventura Cumulative Project Location Map.

SoCalGas

SoCalGas has no proposed capital projects within a 2-mile radius of the Project Site other than the proposed Project. However, in addition to the City's cumulative projects, this cumulative analysis considers activities conducted on the Project Site as a relevant "past project" for the cumulative analysis. In 2009, SoCalGas remediated historic

pollutants on the northern portion of the Ventura Compressor Station property in accordance with a California Department of Toxic Substances Control (DTSC) approved Removal Action Workplan (RAW). In 2020, SoCalGas performed additional soil sampling and determined that an area under the existing office building and warehouse still contained contamination. Prior to remediation of the contaminated soil, the office building and warehouse must be demolished. On March 2, 2021, SoCalGas received approval of a RAW from DTSC to proactively address on-site residual hydrocarbons from industrial uses over 100 years ago. The March 2021 RAW will enable remediation of areas of the site previously inaccessible. The RAW included vapor mitigation measures for the proposed compressor building due to the vapor intrusion concerns. In accordance with the RAW, the new compressor building will have sufficient ventilation to mitigate the vapor intrusion concerns; the ventilation includes an approximately 153-foot-long roof-ridge ventilator and at least three wall-mounted air supply fans so that the building will be ventilated at a minimum rate of six air changes per hour during normal operation. Lastly, the RAW includes one round of post-construction indoor air sampling to make sure that the vapor mitigation works as intended (NOREAS 2020). The soil remediation project is not a necessary first step for the modernization project, the soil remediation project has independent utility from the proposed Ventura Compressor Modernization Project, and the soil remediation project does not legally compel or presume completion of the modernization project. Therefore, the completion of the RAW is a relevant cumulative project considered in this PEA.

Ventura County Public Works Agency – Watershed Protection (VCPWA–WP)

The Ventura County Public Works Agency Watershed Protection (VCPWA–WP) is the lead agency for the Ventura River (VR-1) Levee Rehabilitation Project (VR-1 Project), which is evaluated as a cumulative project. The VR-1 Project proposes structural improvements to the existing VR-1 levee to achieve compliance with the Federal Emergency Management Agency (FEMA) levee certification requirements and U.S. Army Corps of Engineers levee permit requirements, address structural deficiencies, and extend the levee's capital service life (County of Ventura 2020). The Project Site is adjacent to the Segment No. 4 (Main Street Bridge to the Canada de San Juaquin Confluence), which may include improvements such as restoring ungrouted riprap upstream of the Main Street Bridge, constructing concreted riprap to extend toe-down protection and bank protection, and removing unpermitted structures in levee right of way (County of Ventura 2020). The Notice of Preparation of an Environmental Impact Report for the VR-1 Project was released on September 9, 2020, for a 30-day review period. The Environmental Impact Report (EIR) pursuant to CEQA has not been released for public review.

Southern California Edison

Southern California Edison (SCE) provided a list of anticipated projects within the 2-mile radius of the Project Site. Figure 7-2, Southern California Edison Cumulative Project Location Map, provides the locations of the list of cumulative projects considered in this PEA.

California Independent System Operator Corporation

The California Independent System Operator Corporation (CAISO) provided a link to a Generation Queue Report that includes a list of projects by county/utility. The report listed five battery energy storage projects within Ventura County; however, the specific locations of these projects were not provided. All five projects are anticipated to be online by 2026; therefore, the construction of these projects would not occur during Project construction, which is anticipated to start in 2029. As detailed in Section 5.19, Utilities and Service Systems, of this PEA, there is already sufficient electrical power to supply the operation of the proposed Project and no upgrades to the existing electrical system would be required. As such, the cumulative impacts of these five battery energy storage projects are not further evaluated within this section.

Table 7-2. City of Ventura Cumulative Projects

Map Ref. No.	Cumulative Project Name	Status	Location	Project Type	Direction from Project Site	Distance from Project Site (Miles)
1	Leap of Faith (former LOGUE Project) (PROJ 7125)	Under review	2055 North Ventura Ave. (District 1)	125 condominiums with 10,000 square feet of commercial space on a 6-acre site (Revised Project).	NE	0.29
2	North Ventura Apartments (PROJ 11713)	Entitled	2110 North Ventura Ave. (District 1)	New 3-story, 29-unit apartment building with 6 affordable units on a 37,500-square-foot site.	NE	0.36
3	DeAnza Courts (PROJ 10256)	Entitled	1995 North Ventura Ave. (District 1)	New mixed-use development consisting of 78 residential condominiums (2 affordable) and 1,121 square feet of commercial area.	NE	0.24
4	Westview Village (PROJ 7951)	Under construction	West Warner St. (District 1)	320 residential units, senior center, early childhood development center, located on 11 blocks on a 20-acre site.	S	0.22
5	Olive Block Apartments (PROJ 15442)	Under review	985 North Olive St. (District 1)	Request to merge 3 parcels, for a 32-unit apartment complex on a 0.6-acre site.	S	0.27
6	Bell & Olive Mixed Use (PROJ 12812)	Entitled	830 North Olive St. (District 1)	Construct 8 residential units containing 4 apartment units and 4 live/work units on an 18,000-square-foot site.	S	0.37
7	Kellogg Apartments (PROJ 11817)	Under construction	58 Kellogg St. (District 1)	23-unit, 2-story, multifamily development on a 0.9-acre site.	S	0.45
8	House Sheridan (PROJ 13658)	Entitled	637 Sheridan Way (District 1)	10-unit apartment development with 13 parking spaces on a 12,500-square-foot site.	SW	0.51
9	180 West Ramona Street (PROJ 15272)	Under review	180 West Ramona St. (District 1)	Addition of 4 residential units to an existing 12-unit apartment building.	S	0.49
10	Chapman Apartments (PROJ 13914)	Under review	95 East Ramona St. (District 1)	4 additional units to an existing 4-unit apartment project for a total of 8 units on a 0.5-acre site.	S	0.52

Table 7-2. City of Ventura Cumulative Projects

Map Ref. No.	Cumulative Project Name	Status	Location	Project Type	Direction from Project Site	Distance from Project Site (Miles)
11	114 West Simpson Street (PROJ 22-0097)	Under review	114 West Simpson St. (District 1)	Request for Historic Design Review to add one attached single-family dwelling unit and one attached accessory dwelling unit to an existing single-family residence on a 0.13-acre site.	S	0.56
12	Meadows Residence (PROJ 22-0248)	Under review	652 Cedar St. (District 1)	Request for a variance to increase the maximum lot coverage for a single-family residence to permit a garage and patio addition.	S	0.60
13	Prospect Apartments ADU (PROJ 22-0158)	Under review	338 West Prospect St. (District 1)	Request for a variance and a Minor Design Review to permit a 2-foot height variance for an Accessory Dwelling Unit on a 0.21-acre site.	S	0.66
14	Buena Fortuna Brewery (PROJ 15281)	Under review	480 North Ventura Ave. (District 1)	An Alcohol Use Permit for a Type 23 (Small Beer Manufacturer) for a new brewery/deli located on a portion of a 7,500-square-foot site.	S	0.67
15	Righetti House (PROJ 22-0159)	Set for hearing	125 Park Row Ave. (District 1)	Mills Act contract for Landmark No. 45, Righetti House.	S	0.81
16	Garden Street Lofts (PROJ LD-960)	Under construction	211 North Garden St. (District 1)	28-unit residential condominium project with ground-floor commercial space.	S	0.88
17	Orne Residence (PROJ 14669)	Entitled	167 North Garden St. (District 1)	One new live-work unit with an existing 678-square-foot residence on a 7,893-square-foot site.	S	0.93
18	Hawaiian Village (PROJ 13740)	Entitled	998 Church St. (District 2)	64-unit multifamily residential within 5 buildings and 80 parking spaces on a 3.8-acre site.	SE	1.21
19	141 North Ventura Avenue Renovation (PROJ 14897)	Entitled	141 North Ventura Ave. (District 1)	Renovate an existing commercial building to have 2 retail suites and 9 residential units on a 13,950-square-foot site.	S	0.95
20	405 Poli Street Triplex (PROJ 15382)	Set for hearing	405 Poli St. (District 2)	Request to construct 3 residential units on a 0.2-acre site.	S	1.02
21	Brakey House (PROJ 22-0129)	Set for hearing	411 Poli St. (District 2)	Mills Act Agreement for an existing single-family residence.	S	1.02

Table 7-2. City of Ventura Cumulative Projects

Map Ref. No.	Cumulative Project Name	Status	Location	Project Type	Direction from Project Site	Distance from Project Site (Miles)
22	Poli Housing (PROJ 15149)	Under review	462 Poli St. (District 1)	A new 2- to 3-story courtyard building with 17 condominium units on a 0.4-acre site.	S	1.07
23	White House Beach Club (PROJ 22-0131)	Under review	281 West Main St. (District 1)	A remodel and façade improvements to an existing commercial building on a 0.14-acre site.	S	1.08
24	39 North California Street (PROJ 22-0075)	Under construction	39 North California St. (District 2)	Request for Historic Design Review for an exterior remodel consisting of window changes and ADA improvements to an existing office building located on a 7,250-square-foot (0.16-acre) site.	S	1.11
25	Anacapa Courts (PROJ 8105)	Entitled	299 East Main St. (District 1)	24 condominiums, including 4 affordable units, with 3,850 square feet of commercial space, adjacent to historic resource (Top Hat) on a 21,845-square-foot site.	S	1.11
26	Fishbowl Digital (PROJ 15017)	Entitled	1094 East Main St. (District 2)	New windows and storefront changes to an existing 2,900-square-foot office building.	SE	1.40
27	Passport Habits (PROJ 15428)	Under review	542 East Main St. (District 1)	Exterior façade changes to an existing 2,990-square-foot commercial building on a 0.12-acre site.	S	1.18
28	The Yard (PROJ 22-0175)	Under review	328 East Main St. (District 1)	Request for a warrant to exceed the allowed maximum square footage permitted for signs on a 0.27-acre site.	S	1.13
29	The Lodge (PROJ 10128)	Under construction	11 South Ash St. (District 2)	15 condominiums and a 19-room boutique hotel at the southwest corner of Ash Street and Main Street.	SE	1.27
30	The Lodge (PROJ 23-0261)	New application	11 South Ash St. (District 2)	Request for an Alcohol Use Permit.	SE	1.27
31	California Street Mixed Use (PROJ 11791)	Under review	45 South California St. (District 1)	27 single-occupancy units with retail to be located in a 4-story (10,000-square-foot) structure on a 0.9-acre site.	S	1.18
32	Garden Estates (PROJ 12080)	Entitled	32 South Garden St. (District 1)	Two 3-story apartment buildings with 11 units, and convert two existing apartments to low-income units within a 7-building, 48-unit apartment complex on 2 acres.	S	1.16

Table 7-2. City of Ventura Cumulative Projects

Map Ref. No.	Cumulative Project Name	Status	Location	Project Type	Direction from Project Site	Distance from Project Site (Miles)
33	World Oil (PROJ 6018)	Under construction	1571 East Main St. (District 2)	New 6,700-square-foot, 2-story mixed-use building on a 13,000-square-foot site.	SE	1.75
34	83 Palm Street (PROJ 15091)	Under review	83 South Palm St. (District 1)	Reuse of an existing commercial building, including revision to the parking lot, new ground-floor cafe and outdoor patio, new office space, and new third-floor rooftop restaurant and outdoor patio.	S	1.18
35	Mission Apartments (PROJ 15290)	Set for hearing	79–97 Oak St. (District 1)	Request for exterior and interior improvements to an existing 2-story, 18,792-square-foot mixed-use building (The Mission Hotel) on a 23,000-square-foot site.	S	1.20
36	Park Plaza (PROJ 15391)	Under review	701 East Santa Clara St. (District 2)	5-story mixed-use building with 87 residential units (7 affordable units), 2 live/work units, 2,407 square feet of commercial space, and subterranean parking on a 0.63-acre site.	SE	1.29
37	Ross Building (PROJ 14665)	Under construction	1691 East Main St. (District 2)	Design Review of 2 commercial buildings on a 0.2-acre site.	SE	1.83
38	Ventura Downtown Housing (PROJ 5085)	Entitled	120 East Santa Clara St. (District 1)	255-unit multifamily development consisting of stacked dwelling and mansion building types ranging from 3 to 5 stories high on a 3.5-acre site.	S	1.20
39	Garden Street Apartments (PROJ 11836)	Entitled	102 South Garden St. (District 1)	A new 3-story residential building with 19 units on a 0.3-acre site.	S	1.22
40	Carousel Building (PROJ 13157)	Set for hearing	No location info provided	Façade modification and site improvements including new storefronts and revised parking layout for an existing commercial building on a 0.2-acre site.	SE	1.90
41	Main Street Mixed Use (PROJ 14602)	Entitled	1718 East Main St. (District 2)	2 buildings containing 2 commercial spaces and 9 apartments with a lot merger on a proposed 16,820-square-foot site.	SE	1.87

Table 7-2. City of Ventura Cumulative Projects

Map Ref. No.	Cumulative Project Name	Status	Location	Project Type	Direction from Project Site	Distance from Project Site (Miles)
42	Ash Façade Remodel (PROJ 15317)	Entitled	181 South Ash St. (District 2)	Façade remodel of a commercial building on a 0.4-acre site.	SE	1.38
43	Two Eleven (PROJ 22-0092)	Under review	211 East Thompson Blvd. (District 1)	A 6-story, 150,754-square-foot, mixed-use building with 94 dwelling units, including 9 affordable units.	S	1.25
44	Leashless Brewing (PROJ 15311)	Entitled	NW corner of South Chestnut St. and East Thompson Blvd. (District 1)	An Alcohol Use Permit, a proposed outdoor patio expansion, and exterior façade changes on a 9,000-square-foot site.	S	1.32
45	Meta Apartments (PROJ 15341)	Under Review	1279 Meta St. (District 1)	Request for a 3-story, 7-unit side court housing development with an existing single-family residence on a 0.22-acre site.	SE	1.62
46	Amanzi Hotel (PROJ 15302)	Entitled	298 Chestnut Fir Alley (District 2)	Request for Design Review for exterior façade changes to an existing 3-story hotel located on a 1.33-acre site.	S	1.41
47	Front and Kalorama (PROJ 14570)	Entitled	No location info provided	A new 4-story building with 88 residential units and podium parking on a 0.9-acre site.	SE	1.51
48	Front & Kalorama Minor Change (PROJ 22-0238)	Set for hearing	No location info provided	Request for Minor Change of a recently entitled 4-story residential building with 88 units on a 0.9-acre site.	SE	1.51
49	Front Street Mixed Use (PROJ 10148)	Entitled	275 East Laurel St. (District 2)	46 condominiums, including 5 affordable units, with 6,384 square feet of commercial space on a 35,600-square-foot site.	SE	1.55
50	Hemlock Apartments (PROJ 1126)	Under construction	264 Hemlock St. (District 2)	Construction of a new, partially 3-story, 23-unit residential courtyard apartment building.	SE	1.66
51	Gasworks Mixed Use (PROJ 12772)	Under construction	1199 East Thompson Blvd. (District 2)	Rehabilitation and renovation of existing buildings, parking lot, and landscaping for new Gasworks mixed-use project on a 40,000-square-foot site.	SE	1.65

Table 7-2. City of Ventura Cumulative Projects

Map Ref. No.	Cumulative Project Name	Status	Location	Project Type	Direction from Project Site	Distance from Project Site (Miles)
52	Sudden House Row Houses (PROJ 11616)	Under review	825 East Front St. (District 2)	Three new 3-story rowhouses behind the 2-story Robert Sudden landmark on a 13,000-square-foot site.	SE	1.49
53	350 Paseo De Playa (PROJ 22-0050)	Set for hearing	350 Paseo de Playa (District 1)	Façade improvements to an existing condominium building on a 3.3-acre site.	S	1.40
54	Laurel Courts (PROJ 12046)	Entitled	1028 East Front St. (District 2)	A new 3.5-story mixed-use project with 46 units (5 affordable units) and 6,552 square feet of commercial space with podium parking on a 1.2-acre site.	SE	1.61
55	Hilton Hotel (PROJ 8165)	Under review	South Figueroa St. and East Harbor Blvd. (District 7)	A new 160-room hotel with a 5,337-square-foot restaurant, 5,242 square feet of retail space, and 192 parking spaces on a 2.7-acre site.	S	1.41
56	Pacific Wave (PROJ 14608)	Entitled	1342 East Thompson Blvd. (District 2)	A new 3-story mixed-use building with 8 residential units and 1,900 square feet of ground-floor commercial on a 0.3-acre site.	SE	1.77
57	Sanjon Village (PROJ 7224)	Under construction	SW corner of Thompson Blvd. and Sanjon Rd. (District 2)	33-unit residential condominium (3 affordable units) on a 1.8-acre site	SE	1.73
58	Waypoint Expansion (PROJ 13853)	Under review	398 South Ash St. (District 7)	Expansion of Waypoint, an existing recreational vehicle facility, to add 12 new trailers and new landscaping on a 3.7-acre site.	SE	1.62
59	Thompson Village (PROJ 7910)	Under construction	1570 East Thompson Blvd. (District 2)	Multifamily condominiums (29 units) on a 1.6-acre site.	SE	1.91
60	Surfers Point Parking Lot (PROJ 22-0172	Under review	Surfers Point Parking Lot (District 1)	Allow paid parking stations and time restrictions to become permanent.	S	1.52
61	Seaside Transfer Station (PROJ 22-0235)	Under review	Seaside Transfer Station (District 1)	Coastal Permit to allow the installation of a new meter and vault.	S	1.53

Table 7-2. City of Ventura Cumulative Projects

Map Ref. No.	Cumulative Project Name	Status	Location	Project Type	Direction from Project Site	Distance from Project Site (Miles)
62	Pierpont Inn Renovation (PROJ 22-0018)	Set for hearing	550 Sanjon Rd. (District 2)	Request to renovate an existing hotel on a 5.8-acre site.	SE	1.84
63	Goetting Residence (PROJ 7807)	Under review	1570 Vista del Mar (District 2)	3-story residential addition to an existing 581-square-foot single-family residence on a 0.3-acre site.	SE	1.95

Source: Appendix G.
Notes: NE = northeast; S = south; SW = southwest; SE = southeast; ADA = Americans with Disabilities Act; NW = northwest.

7.1.2 Geographic Scope

Section 15130(b)(3) of the CEQA Guidelines states that "lead agencies shall define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used." The geographic scope used in the cumulative analysis for each environmental resource area analyzed in this PEA is indicated in Table 7-3.

Table 7-3. Geographic Scope for Cumulative Impacts

Environmental Resource		Geographic Scope
Aesthetics		Public visibility and scenic resources within a 5-mile radius of the Project Site
Agriculture and Forestry Resources		Agriculture and forestry resources within a 2-mile radius of the Project Site
Air Quality	Air Quality Plans	Applicable federal, state, and local rules and regulations, including the VCAPCD and the City of Ventura
	Toxic Air Contaminants; Sensitive Receptors; Odors	The geographic boundaries of the VCAPCD and a 2-mile radius around the Project Site
	Construction/Operational Sources	The geographic boundaries of the VCAPCD and a 2-mile radius around the Project Site
Biological Resources		Biological resources within a 2-mile radius of the Project Site
Cultural Resources		Cultural resources within a 2-mile radius of the Project Site
Energy		The geographic boundaries of the VCAPCD and a 2-mile radius around the Project Site
Geology, Soils, and Paleontological Resources		Within a 50-mile radius of the Project Site for seismic; site-specific for all other impacts
Greenhouse Gas Emissions		The geographic boundaries of the VCAPCD and a 2-mile radius around the Project Site
Hazards, Hazardous Materials, and Public Safety		Within a 2-mile radius around the Project Site
Hydrology and Water Quality		Ventura River Watershed, Lower Ventura, Mound, Oxnard, and Santa Paula Groundwater Basins
Land Use and Planning		Westside Community, City of Ventura
Mineral Resources		Mineral resources within a 2-mile radius of the Project Site.
Noise		Within a 2-mile radius around the Project Site
Population and Housing		SCAG planning area and a 2-mile radius around the Project Site
Public Services		Within a 2-mile radius around the Project Site
Recreation		Within a 2-mile radius around the Project Site
Transportation		Local and regional roadways and highways that will be used for Project-related construction activities, as well as existing pedestrian, bicycle, and transit facilities that could be impacted by the Project
Tribal Cultural Resources		Native American tribes who may have knowledge of cultural resources in the Project area and tribal cultural resources within a 2-mile radius of the Project Site
Utilities and Service Systems		Within a 2-mile radius of the Project Site
Wildfire		Ventura and Casitas Fuel Beds, Ventura County Operational Area

Notes: VCAPCD = Ventura County Air Pollution Control District; SCAG = Southern California Association of Governments.

7.1.3 Cumulative Impact Analysis

The analyses in Sections 7.1.3.1–7.1.3.20 address whether the Project would (1) contribute considerably to an existing/anticipated (without the Project) cumulatively significant effect or (2) cause a new cumulatively significant impact. A cumulative impact is not considered significant if the impact can be mitigated to below a level of significance. This PEA examines "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (14 CCR 15130[a][3] and 14 CCR 15130[b][5]).

Cumulative impacts are the combined impacts to resources that would result from the proposed Project and all other projects that are proposed or currently ongoing in the region.

7.1.3.1 Aesthetics

7.1a) Would the project have a substantial adverse effect on a scenic vista?

Not Cumulatively Considerable. As discussed in Section 5.1, Aesthetics, the Project would not have a substantial adverse effect on a scenic vista. There are numerous anticipated cumulative development projects occurring within the cumulative study area (i.e., the corridor/valley west of SR-33 and the surrounding hillsides). When viewed from Grant Park (the City's designated scenic vista), cumulative development in these areas would not obstruct, interrupt, or otherwise adversely affect the quality of the scenic vistas available from Grant Park. This is due to the relative difference in elevation and the distances between the park and the urban, developed nature of the valley floor. Regarding identified scenic vistas for the Project Site, as illustrated in Figure 7-2, there are proposed SCE projects adjacent to the Project Site. However, these projects are limited to small-scale upgrades or replacements of pre-existing electrical equipment, which would not have the potential to substantially alter the existing views of the hillsides and ridgelines to the east/west. As illustrated in Figure 7-1, the nearest related City project proposing new, substantive development or infrastructure (i.e., related City project No. 4, Westview Village) is approximately 0.2 miles away from the Project Site, which is too far removed from the Project Site to result in a combined "line-of-sight" impact (i.e., as opposed to structures on two adjacent project sites, which could visually present as one large obstruction). Proposed improvements to the VR-1 levee were determined through the project's Notice of Preparation (NOP) to result in less-than-significant impacts to aesthetics, meaning that the aesthetic impacts would not result be significant and would not be analyzed in the project's environmental document (County of Ventura 2020). Therefore, the Project's less-than-significant impacts would not have the potential to combine with the other cumulative projects to result in cumulatively considerable impacts regarding obstruction or interruption to scenic vistas of the hillsides.

7.1b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Not Cumulatively Considerable. SR-33 and U.S. Route 101 are eligible state scenic highways where they traverse the City (Caltrans 2023). Due to distance and the presence of intervening terrain, vegetation, and development, the Project Site is not visible from U.S. Route 101. Therefore, there is no potential for the Project to contribute to cumulatively considerable impact to scenic resources within view of U.S. Route 101. Regarding SR-33, scenic resources within view of the highway include trees and agricultural areas in the hillsides to the west, the adjacent Ventura River corridor, distant hillsides to the east (including Grant Park), and, further south, the Pacific Ocean and coastline. The Project would not impact any scenic

resources within the state scenic highway. Aside from the Project Site trees adjacent to the sidewalk on North Olive Street, which would not be impacted by Project implementation, there are no other scenic resources on or adjacent to the Project Site. Therefore, the Project would not contribute to cumulative impacts related to the damage of scenic resources within a state scenic highway, and impacts would not be cumulatively considerable.

7.1c) Would the project conflict with applicable zoning and other regulations governing scenic quality?

Not Cumulatively Considerable. The potential for a project to result in a significant environmental impact due to a conflict with applicable zoning or other regulations governing scenic quality is generally site specific. Thus, these types of impacts would not be anticipated to combine to result in a significant cumulative impact. Furthermore, cumulative projects that are not consistent with applicable zoning provisions would be subject to discretionary review and approval by the City (e.g., through a zoning amendment), which would include project-specific review pursuant to CEQA. Project-specific CEQA review for current and probable future projects would ensure that any potential significant environmental impacts due to a conflict with applicable zoning or regulations governing scenic quality are identified, analyzed, and mitigated, as necessary, to avoid any direct or indirect adverse physical impacts. Thus, the effects of past, current, and probable future projects in the City are not cumulatively significant, and the Project's incremental contribution would not be cumulatively considerable.

7.1d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Not Cumulatively Considerable. The valley floor of the cumulative study area is urban and includes existing sources of light and glare, including vehicles, streetlights, and lights emanating from buildings. When viewed from the City's designated scenic vista (i.e., Grant Park) the developed areas west of SR-33 would generally be seen together as a "cluster" of development across the valley floor with various urban light sources emanating throughout. Cumulative projects in the City introducing new light sources would be required to comply with the City Municipal Code lighting standards (i.e., Chapter 24.423, Lighting Standards), while SCE projects in the County hillsides would be required to comply with similar provisions set forth in the County Municipal Code (if applicable). Compliance with these and other Title 24 lighting standards would help ensure a significant cumulative impact regarding past, present, and probably future projects would not occur. Regarding the potential for glare, SCE projects would largely be replacing and upgrading existing infrastructure and would not contribute a substantial new source of glare. For other City projects identified on Figure 7-2, while these projects may incorporate reflective building materials or generate new sources of light, there are no cumulative City projects within 0.2 miles of the Project Site. The VR-1 levee project would not require any permanent lighting or otherwise result in light or glare impacts. Therefore, the Project in combination with other cumulative projects would not combine to result in a cumulatively considerable impact.

7.1.3.2 Agriculture and Forestry Resources

7.2a) Would the project 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?

Not Cumulatively Considerable. The Project would not have an impact associated with the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. As such, no cumulatively considerable impact would occur.

7.2b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Not Cumulatively Considerable. The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. As such, no cumulatively considerable impact would occur.

7.2c) Would the project 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))?

Not Cumulatively Considerable. The Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. As such, no cumulatively considerable impact would occur.

7.2d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Not Cumulatively Considerable. The proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. As such, no cumulatively considerable impact would occur.

7.2e) Would the project 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?

Not Cumulatively Considerable. The Project would not result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use due to changes in the existing environment. As such, no cumulatively considerable impact would occur.

7.1.3.3 Air Quality

7.3a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Not Cumulatively Considerable. As presented in PEA Section 5.3, Air Quality, under checklist question 5.3a in the Impact Analysis, neither construction nor operations-related emissions are expected to substantially contribute to regional emissions, and the Project would not conflict with or obstruct implementation of the applicable Air Quality Management Plan. Project consistency with the applicable Air Quality Management Plan should not be affected by other projects in the area; therefore, impacts would not be cumulatively considerable.

7.3b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Not Cumulatively Considerable. As discussed in Section 5.3.4 (checklist question 5.3b), the Project region is nonattainment for ozone National Ambient Air Quality Standards and California Ambient Air Quality Standards and respirable particulate matter (PM_{10}) California Ambient Air Quality Standards. During Project construction, the implementation of off-road equipment BMPs to control nitrogen oxides (NO_x) and reactive organic compounds, as well as compliance with VCAPCD Rule 55 – Fugitive Dust, to control PM_{10} will ensure that the Project does not result in cumulatively considerable net increase of any nonattainment pollutant (or its precursors). Therefore, air quality impacts due to the proposed Project would not be cumulatively considerable.

7.3c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Not Cumulatively Considerable. As discussed in Section 5.3.4 (checklist question 5.3c), health risk assessments were performed to assess the impacts of Project toxic air contaminant emissions during both construction and operation. The results of the health risk assessments indicated that the Project would have a less-than-significant impact on health. As noted at the beginning of this chapter, no other proposed Projects that would have significant operational toxic air contaminant emissions were identified by VCAPCD or other agencies within a 2-mile radius of the Project Site. Therefore, health impacts due to the proposed Project would not be cumulatively considerable.

7.3d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Not Cumulatively Considerable. As discussed in Section 5.3.4 (checklist question 5.3d), the proposed Project would not contribute other emissions such as odors that would adversely affect a substantial number of people. The Project would employ state-of-the-art components combined with its robust leak detection and repair program that would minimize leaks that could lead to odor emissions. Furthermore, the Project would employ fugitive dust minimization measures during construction in compliance with VCAPCD Rule 55 – Fugitive Dust. Compliance with VCAPCD Rule 55 would ensure that the proposed Project would not result in a substantial increase in entrained fungal spores that cause Valley Fever in the fugitive dust above existing background levels. With these dust control measures, the proposed Project would not result in other emissions that would have a considerable cumulative impact.

7.1.3.4 Biological Resources

7.4a) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

Not Cumulatively Considerable. The Project would avoid impacts to native habitat or special-status species because the Project impacts would occur in an already developed area. However, trees adjacent to the Project Site and buildings on the Project Site would provide potential nesting structures for birds protected by the Migratory Bird Treaty Act (MBTA), California Migratory Bird Protection Act (MBPA), and the California Fish and Game Code. If present at the time of Project activities, active nests, eggs, or young could be destroyed or otherwise disturbed to a point at which the young do not survive, which would be a violation of the MBTA, MBPA, and the California Fish and Game Code. In addition, indirect impacts from construction

noise or vibration would have the potential to disturb an active bird nest to the point of failure if the nest is in immediate proximity to Project construction activities, and this would also be a violation of the MBTA and California Fish and Game Code. The potential impacts to nesting birds would be avoided with the implementation of BMP-BIO-1 (Pre-Construction Nesting Bird Survey and Avoidance; refer to Section 5.4.7.2, Project Best Management Practices, for the complete text of this BMP). With incorporation of BMP-BIO-1 into Project activities, the Project's potential impacts to nesting birds would be less than significant. Therefore, the Project would avoid impacts to special-status species or their habitat and would avoid impacts to nesting birds. The proposed Project would not contribute to cumulative impacts to special-status species or habitat because the Project would incorporate BMP-BIO-1 to minimize impacts to these resources; cumulative impacts would therefore not be cumulatively considerable.

7.4b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Not Cumulatively Considerable. The Project was assessed to have no impact to riparian habitat or sensitive natural communities. Therefore, the Project would not contribute to cumulative impacts to these resources in the region, and impacts would not be cumulatively considerable.

7.4c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Not Cumulatively Considerable. The Project was assessed to have no impact to wetlands through direct removal, filling, hydrological interruption, or other means. Therefore, the Project would not contribute to cumulative impacts to these resources in the region; impacts would not be cumulatively considerable.

7.4d) Would the project 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?

Not Cumulatively Considerable. The Project was assessed to have no impact to movement of native resident or migratory fish or wildlife species or to established native resident or migratory wildlife corridors, nor would it impede the use of native wildlife nursery sites. Therefore, the Project would not contribute to the cumulative impacts to these resources in the region, and impacts would therefore not be cumulatively considerable.

7.4e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Not Cumulatively Considerable. The Project was assessed to have no impact to biological resources protected by local policies or ordinances. Therefore, the Project would not contribute to cumulative impacts to these resources in the region; impacts would not be cumulatively considerable.

7.4f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Not Cumulatively Considerable. The Project was assessed to have no impact to provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Project would not contribute to cumulative impacts to these resources in the region, and impacts would not be cumulatively considerable.

7.4g) Would the project create a substantial collision or electrocution risk for birds or bats?

Not Cumulatively Considerable. The Project was assessed to have no impact with regard to a substantial risk of collision or electrocution of birds or bats. Therefore, the Project would not contribute to cumulative impacts to these resources in the region, and impacts would not be cumulatively considerable.

7.1.3.5 Cultural Resources

7.5a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Not Cumulatively Considerable. Development of related projects can affect historical resources if such projects adversely alter and/or demolish historical resources that may be interrelated, such as historical resources that are part of a historic district. Because all historical resources are unique and nonrenewable members of finite classes, projects that demolish or alter certain historical resources have the potential to erode a class of historical resources that could result in a cumulatively significant effect on historical resources. However, the proposed Project would not result in any impacts to either individually eligible historical resources or resources that are part of a larger historic district. Therefore, the proposed Project would not contribute to a cumulatively considerable impact to historical resources.

7.5b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Not Cumulatively Considerable. Development of related projects has the potential to cumulatively affect known and unknown archaeological resources. Because all archaeological resources are unique and nonrenewable resources, projects that demolish or damage certain archaeological resources have the potential to erode a general cultural landscape to which the archaeological resources belong. However, no archaeological resources were identified within the Project Site. Further, most impacts to archaeological resources are site-specific and they can therefore be avoided or mitigated with incorporation of project-specific mitigation measures. All cumulative projects must be evaluated for potential impacts to cultural resources in compliance with applicable state and local regulations, and if impacts are determined to be significant, mitigation measures must be provided. Because the Project would not result in significant impacts to archaeological resources and because each cumulative project must assess and mitigate for potential impacts to archaeological resources (if required), the proposed Project would not contribute to a cumulatively considerable impact.

7.5c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Not Cumulatively Considerable. Development of related projects has the potential to cumulatively affect known and unknown human remains. Because all human remains are unique and nonrenewable resources, projects that demolish or alter certain human remains have the potential to erode a general cultural landscape to which the human remains belong. No prehistoric or historic burials were identified within the Project Site. Moreover, the Project Site is not part of a cemetery and as such, the likelihood of disturbing human remains is low. Further, most impacts to human remains can be avoided or mitigated with incorporation of project-specific mitigation measures. All cumulative projects must be evaluated for potential impacts to human remains in compliance with applicable state and local regulations, and if impacts are determined to be significant, mitigation measures must be provided. Because the Project would not result in significant impacts to human remains and because each cumulative project must assess and mitigate for potential impacts to human remains (if required), the proposed Project would not contribute to a cumulatively considerable impact.

7.1.3.6 Energy

7.6a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Not Cumulatively Considerable. The proposed Project's energy use would not occur in a wasteful and/or inefficient manner because the new replacement equipment is more efficient. Construction energy usage would permanently cease upon completion of work. Thus, the proposed Project would not result in significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

7.6b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Not Cumulatively Considerable. The Project would not conflict with or obstruct any adopted energy conservation plans or state or local plans for renewable energy or energy efficiency because the proposed Project would meet applicable goals and requirements and would enable the continued operation of the existing energy infrastructure. Therefore, effects would not be cumulatively considerable.

7.6c) Would the project add capacity for the purpose of serving a non-renewable energy resource?

Not Cumulatively Considerable. The Project is designed to maintain SoCalGas's statutorily obligated level of service to its customers and accounting for the drop in local production. As such, effects from implementation of the Project would not be cumulatively considerable.

7.1.3.7 Geology, Soils, and Paleontological Resources

7.7a) Would the project directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

Not Cumulatively Considerable. The geographic context of seismic hazards is a 50-mile radius from the boundaries of the Project Site where there is a general risk of experiencing a substantive earthquake on any of the regional Holocene-active faults in the area. However, seismic risks tend to be site specific rather than cumulative in nature, because the effects are so dependent on site-specific conditions and do not combine from site to site. For current and future projects, any development occurring within the County or City of Ventura would be subject to site development and seismic construction standards and code requirements to ensure protection from substantive damage or injury in the event of a seismic event and ensure that improvements are located on stable materials and do not cause underlying materials to become unstable. As with the Project (with the exception of local regulations), cumulative projects would be subject to the same state, regional, and local regulations pertaining to seismic safety, including CBC, Ventura County, or City of Ventura building requirements. Adherence to these existing seismic building code requirements would ensure that the Project, in combination with identified cumulative projects, would not result in cumulatively considerable impacts related to fault rupture, ground shaking, liquefaction, and landslides.

7.7b) Would the project result in substantial soil erosion or the loss of topsoil?

Not Cumulatively Considerable. The geographic context considered in the cumulative analysis of soil erosion and loss of topsoil is the Ventura River watershed. Any cumulative projects involving ground disturbance activities in the watershed have the potential to result in soil erosion or loss of topsoil, which in the absence of proper erosion control, could result in cumulatively considerable impacts. However, similar to the Project, all cumulative projects would be subject to existing regulations, policies, and plans established by the County of Ventura, City of Ventura, and Los Angeles Regional Water Quality Control Board that relate to erosion control. While these regulations are primarily designed to protect water quality of receiving waters, they are also effective in minimizing soil erosion or loss of topsoil. Regulations and plans that the cumulative projects would likely be subject to include NPDES permitting and associated SWPPPs and BMPs; Los Angeles Regional Water Quality Control Board Water Quality Objectives for Inland Surface Waters; City and County of Ventura code; and applicable General Plan goals and policies. Therefore, the Project, in combination with identified cumulative projects, would not result in cumulatively considerable impacts related to soil erosion and loss of topsoil (see also discussion in Section 5.10, Hydrology and Water Quality).

7.7c) Would the project 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?

Not Cumulatively Considerable. Geotechnical hazards tend to be site specific because conditions can change over relatively short distances and they tend not to combine to become cumulatively considerable. The City of Ventura Building and Safety Division and the Ventura County Building and Safety Division review applications for building permits for compliance with the CBC, local amendments to the CBC, and local building code requirements. These requirements would be applicable to the Project and all cumulative projects requiring new construction or construction upgrades. Grading plans would also be reviewed for compliance with state and local standards. Cumulative projects would be designed in accordance with the requirements of the Ventura County or City of Ventura building code requirements based on the CBC, which contains universal standards for site preparation (e.g., fill compaction standards) and grading practices, foundations design, and guidelines for the appropriate foundation design to ensure that improvements are located on stable materials and do not cause underlying materials to become unstable. In accordance with the local building code requirements and CBC, each cumulative project would be required to prepare and implement recommendations from a comprehensive final geotechnical engineering investigation report that would be conducted by a California licensed geotechnical engineer or engineering geologist. The investigations would further evaluate the soils underlying each site to evaluate the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse and provide geotechnical engineering improvements in site preparations and/or foundation design consistent with building code requirements that ensure stability. Therefore, the Project, in combination with identified cumulative projects, would not result in cumulatively considerable impacts related to soil instability.

7.7d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Not Cumulatively Considerable. Impacts related to expansive soils tend to be site-specific rather than cumulative in nature, because hazards associated with expansive soils is solely dependent on the expansive properties of project specific underlying materials which can vary significantly over relatively short distances. Cumulative Projects occurring within the County or City of Ventura would be subject to, at a minimum, building code requirements, which include minimum standards for expansive properties and grading practices, foundations design, and guidelines for the appropriate foundation design (e.g., over excavation beneath foundations and replacement with non-expansive soils) to ensure that improvements are located on stable materials and do not cause underlying materials to become unstable. As with the Project Site (with the exception of local regulations), cumulative projects would be subject to the same state, regional, and local regulations pertaining to expansive soil hazards, including CBC, Ventura County, or City of Ventura building requirements. With conformance to such regulations and implementation of Project-specific design features required in their respective geotechnical reports, the Project, in combination with identified cumulative projects, would not result in cumulatively considerable impacts related to expansive soils.

7.7e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Not Cumulatively Considerable. The Project would not include the use of septic or alternative wastewater disposal systems and as a result would not contribute to a cumulatively considerable impact.

7.7f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Not Cumulatively Considerable. Potential cumulative impacts to paleontological resources could result from projects that combine to create an environment where fossils, exposed on the surface, are vulnerable to destruction by earthmoving equipment, looting by the public, and natural causes such as weathering and erosion. The majority of impacts to paleontological resources are site specific and are therefore generally mitigated on a project-by-project basis. Cumulative projects would be required to assess impacts to paleontological resources. Additionally, as needed, cumulative projects would incorporate individual mitigation for site-specific geological units present on each individual project site if warranted based on site-specific circumstances. The site-specific evaluation for the proposed Project determined that impacts to paleontological resources would be less than significant. Therefore, the Project, in combination with the identified cumulative projects in the Project vicinity, would not result in cumulatively considerable impacts related to direct or indirect unique paleontological resources or unique geologic features.

7.1.3.8 Greenhouse Gas Emissions

7.8a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Not Cumulatively Considerable. The aggregated GHG emissions show a net decrease for Case 1 and a small net increase for Case 2 in GHG emissions associated with the proposed Project. Because the net emissions increase in CO_2e is less than the significance threshold of 10,000 MT per year, the proposed Project would have a less-than-significant impact associated with GHG emissions; therefore, effects would not be cumulatively considerable.

7.8b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Not Cumulatively Considerable. The proposed Project would result in a less-than-significant increase of GHG emissions and is therefore not expected to conflict with any applicable plans, policies, or regulations for the purposes of reducing emissions of GHGs. Because overall GHG emissions from the proposed Project would be less than significant, the Project's effects would not be cumulatively considerable.

7.1.3.9 Hazards, Hazardous Materials, and Public Safety

7.9a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Not Cumulatively Considerable. As stated in Section 5.8, Greenhouse Gas Emissions, there are regulations governing the use of hazardous materials with the Project and cumulative projects would be required to comply. As a result, development of the Project and cumulative projects would occur in accordance with adopted plans and regulations. As discussed in the impacts analysis above, the Project's construction and operation phases would not create a significant hazard to the public or the environment. Through the required CEQA review process, if it is determined that existing regulations are insufficient to reduce other cumulative project impacts to less than significant levels, then the City would require implementation of mitigation measures on a project-by-project basis. Therefore, through compliance with applicable regulations

and required CEQA review, which would ensure implementation of any required mitigation, impacts related to the Project in combination with cumulative projects would not be cumulatively considerable.

Similar to the proposed Project, it is anticipated that the use of hazardous materials on cumulative project sites would be limited to the use of commercially available cleaning products and various other commercially available substances. Such chemicals are typically used in an urban environment, and when used in accordance with manufacturer's recommendations and applicable regulations, do not result in a risk to human health or the environment. The routine transport, use, and/or disposal of these substances would be subject to applicable federal, state, and local health and safety laws and regulations, including universal waste disposal requirements which would minimize health risk to the public associated with hazardous materials. Therefore, in combination with the proposed Project, cumulative operational impacts are not anticipated to be considerable.

7.9b) Would the project 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?

Not Cumulatively Considerable. As described in the impact analysis above, the remediation of all contaminated soils on the Project Site in accordance with the RAW will be completed prior to the commencement of any Project-related construction activities on the Project Site. Any remaining contaminated soils on the Project Site are inaccessible and would remain inaccessible under Project conditions. Therefore, Project-related activities would not result in significant impacts. Similar to the proposed Project, cumulative projects would be required to comply with local, state, and federal laws that govern the proper treatment of contaminated soils. Compliance with these laws would prevent the release of hazards contaminants found in impacted soils on the sites of cumulative projects into the environment. Through the required CEQA review process, if it is determined that existing regulations are insufficient to reduce the impacts of cumulative projects' impacts to a less than significant level, then the City would require implementation of mitigation measures. Therefore, through required CEQA review, compliance with applicable regulations, and implementation of required mitigation, cumulative impacts would not be considerable.

As previously mentioned, the operation the Project is not anticipated to result in significant impacts associated with hazardous materials. The Project, along with cumulative projects, would be subject to federal, state, and local health and safety requirements during operations. Any cumulative projects would be subject to CEQA, whereby any potential impacts related to hazards created by upset and accident conditions involving the release of hazardous materials into the environment would be identified and mitigated, as appropriate. As such, by adhering to existing requirements and regulations, and with implementation of required mitigation, cumulative impacts would not be considerable.

7.9c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Not Cumulatively Considerable. As previously discussed, the Project Site is located adjacent to E.P. Foster Elementary School and approximately 0.20 miles away from the Ventura Unified School District and La Petite Academy. Therefore, the Project Site is located within 0.25 miles of an existing school. Cumulative projects would comply with all existing regulations regarding the use of hazardous materials, which would prevent releases of hazardous materials from soils on cumulative project sites into the environment. Therefore, impacts would not be cumulatively considerable.

7.9d) Would the project be located on a site that 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?

Not Cumulatively Considerable. The Project Site is listed twice on the List of Leaking Underground Storage Tank Sites by the State Water Resources Control Board (SWRCB 2023a). These storage tanks, however, have been removed and their impacts have been remediated. These cases have both received closure from the Ventura County Environmental Health Division. Further, the remediation of contaminated soils on the Project Site in accordance with the RAW will be completed prior to the commencement of any Project-related construction activities on the Project Site. Therefore, the Project would avoid the creation of a significant hazard to the public or the environment and would not contribute to potential cumulative impacts related significant hazards associated with contaminated sites on a list compiled in accordance with Government Code Section 65962.5.

7.9e) 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 or excessive noise for people residing or working in the project area?

Not Cumulatively Considerable. The Project Site is not located within any airport land use plan, nor is it located within 2 miles of a public use airport. Therefore, impacts would not be cumulatively considerable.

7.9f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction

Not Cumulatively Considerable. As discussed in PEA Section 5.15, Public Services, Project construction would not have the potential to adversely affect emergency response times. Construction of the Project would occur within the confines of the Project Site. A temporary Staging Area directly west of the Project Site would be established during construction; however, this area is adjacent to the Project Site and would not impede any rights-of-way. Additionally, the Project would not involve any off-site improvements, and would not involve activities in any public roads. Therefore, the Project's incremental contribution would not be cumulatively considerable.

Operation

Not Cumulatively Considerable. Project operation would not have potential to substantially impair an adopted emergency response or evacuation plan, even when combined with other cumulative projects. Therefore, the Project would not cause a new cumulatively considerable operational impact, nor would it have a cumulatively considerable contribution to any potential existing/anticipated impacts.

7.9g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Not Cumulatively Considerable. As discussed in the impact analysis, the Project Site is located in an urbanized area and is not located within an area of high wildland fire hazard, such as a fire hazard severity zone in a State Responsibility Area or a very high fire hazard severity zone in a Local Responsibility Area. Therefore, impacts would not be cumulatively considerable.

7.9h) Would the project create a significant hazard to air traffic from the installation of new power lines and structures?

Not Cumulatively Considerable. The Project does not involve the installation of new power lines or structures. Therefore, impacts would not be cumulatively considerable.

7.9i) Would the project create a significant hazard to the public or environment through the transport of heavy materials using helicopters?

Not Cumulatively Considerable. The Project does not involve the transport of heavy materials using helicopters. Therefore, impacts would not be cumulatively considerable.

7.9j) Would the project expose people to a significant risk of injury or death involving unexploded ordnance?

Not Cumulatively Considerable. The Project Site does not contain unexploded ordnance. Therefore, impacts would not be cumulatively considerable.

7.9k) Would the project expose workers or the public to excessive shock hazards?

Not Cumulatively Considerable. The Project, as well as cumulative projects, would comply with all applicable regulations related to electrical safety, including but not limited to National Fire Protection Association and California Occupational Safety and Health Administration (Cal/OSHA) requirements. The Project would not result in excessive shock hazards and the public would not be exposed to any activities conducted on the Project Site. Therefore, impacts would not be cumulatively considerable.

7.1.3.10 Hydrology and Water Quality

7.10a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Not Cumulatively Considerable. The geographic area under consideration for the topic of surface and groundwater quality includes the watershed for the Ventura River (see Figure 5.10-1) and the boundaries of the Lower Ventura River Basin (see Figure 5.10-2). During construction activities, the Project Site, the cumulative project sites within the Ventura River watershed, as well as other activities within the watershed would use hazardous material (e.g., fuel, oil, paint) and an accidental spill of hazardous materials could result in inadvertent releases to surface waters, which could adversely affect surface or groundwater quality. In addition, construction would have the potential to result in local soil erosion during excavation, grading, trenching, and soil stockpiling. Erosion could result in sediment and other pollutants entering surface water bodies and adversely affecting water quality. However, the Project (with the exception of local regulations) and the cumulative projects would be subject to the same regulatory requirements discussed above. Any cumulative project that has the potential to impact hydrology and water quality would be required to comply with National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) and its required stormwater pollution prevention plan (SWPPP), and the NPDES Municipal Separate Storm Sewer System (MS4) BMP requirements, all designed to prevent impacts to water quality and have procedures in place for responding to spills. While it is possible that the Project cumulative projects that contribute flows to the Ventura River could result in releases of sediment and/or pollutants that could adversely affect water quality, the responsible parties associated with the cumulative projects would be required to control runoff and respond to spills to the same or similar established regulatory

standards from the City of Ventura. Therefore, compliance with water quality regulations would ensure that the cumulative impacts during construction would not result in cumulatively considerable impacts.

Cumulative development in the Ventura River Watershed will increase impervious areas and add new sources of pollutants in stormwater runoff. Every 2 years, the Los Angeles Regional Water Quality Control Board must re-evaluate water quality within its geographic region and identify those water bodies not meeting water quality standards. For those impaired water bodies, a Total Maximum Daily Load (TMDL) must be prepared and implemented to reduce pollutant loads to levels that would not contribute to a violation of water quality standards. All development within the Ventura River Watershed would be subject to the water quality standards outlined in the Basin Plan and must comply with any established TMDLs. The continuing review process would ensure that cumulative development within the watershed would not substantially degrade water quality.

As described above for construction, with the exception of the proposed Project, any cumulative project that has the potential to impact hydrology and water quality would be required to comply with the NPDES MS4 BMP requirements during design and operation. While it is possible that the cumulative projects contributing flows to the Ventura River could result in releases of pollutants during operations that could adversely affect water quality, the responsible parties associated with the cumulative projects would be required to control runoff and respond to spills in compliance with established regulatory standards from the City of Ventura. Therefore, compliance with water quality regulations would ensure that the cumulative impact development would not result in cumulatively considerable hydrology and water quality impacts during operations.

7.10b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Not Cumulatively Considerable. The geographic area under consideration for the topic of groundwater supplies includes boundaries of the Mound Basin, Oxnard Plain, and Santa Paula groundwater basins of Ventura County (see Figure 5.10-2). The geographic area under consideration for the topic of groundwater recharge includes boundary of the Lower Ventura River Basin.

Development of the related projects would increase land use intensities in the area, resulting in increased water usage. The Project would result in a negligible increase in water demand over existing conditions, as described in detail in Section 5.19, Utilities and Service Systems, and the Project would not decrease groundwater supplies with respect to existing conditions, resulting in no cumulative impact related to the depletion of groundwater supplies in the Mound Basin, Oxnard Plain, and Santa Paula groundwater basins of Ventura County. In addition, because the Project Site would continue to be unpaved and covered with gravel, the Project would not interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the Lower Ventura River Basin. As a result, the Project would not contribute to cumulative impacts related to groundwater supplies or interference with groundwater recharge; therefore, no cumulatively considerable impacts would occur.

7.10c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site;

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii) 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; or

iv. Impede or redirect flood flows?

Not Cumulatively Considerable. The geographic area under consideration for the topic of alterations to existing drainage patterns that could result in substantial erosion/siltation, flooding on the Project Site or off site, exceed stormwater drainage system capacity or generate polluted runoff, or result in possible loss or damage due to flooding, includes the watershed for the Ventura River (see Figure 5.10-1).

The Project (with the exception of local regulations) and other related projects would be subject to the same or similar regulatory requirements from the City of Ventura and Ventura County for water quality and hydrology, including compliance with site-specific SWPPPs required by the General Construction Permit, and other grading requirements in accordance with the County Code or relevant local requirements such as those required by the City of Ventura. Existing regulations would require BMPs and erosion control measures to prevent erosion and off-site siltation from each of the construction sites. Therefore, the Project's impact with respect to erosion and flooding would not be cumulatively considerable.

Continued development and redevelopment within the Ventura River Watershed could also increase the number of impervious surfaces that could increase stormwater runoff rates and amounts, as well as result in changes in land use that may increase the amount of pollutants in stormwater runoff. Cumulative project developments within the watershed would be subject to storm flow management designs imposed by the City and the County to ensure that cumulative development does not result in excessive runoff that could overwhelm regional flood control facilities. The Project would be designed to reduce flows to the pre-Project conditions. The Project's Hydrology Drainage Report determined that the proposed detention basin would be constructed for detention of the 85th percentile 24-hour runoff event, yielding a detention volume of 46,000 cubic feet, with an additional volume of 20% recommended for sediment storage (Appendix I). As a result, the Project would not contribute to or result in cumulatively considerable impacts related to stormwater runoff.

Similarly, City or County requirements, including the Ventura County Technical Guidance Manual, to avoid downstream flood impacts enforced at cumulative project sites in the Ventura River Watershed would prevent off-site flooding associated with increased impervious surfaces, as each cumulative project would reduce project stormwater flows to pre-project conditions. Cumulative projects would also be required to incorporate adequate connections to the existing City and County

stormwater drainage system. In addition, each cumulative project would be required to comply with the NPDES MS4 BMP requirements and LID practices, along with City Municipal Code or County Code requirements, that would minimize pollutants in stormwater runoff. Therefore, drainage-related impacts from the proposed Project would not be cumulatively considerable.

7.10d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Not Cumulatively Considerable. The geographic area under consideration for the topic of flood hazards includes the watershed for the Ventura River (see Figure 5.10-1). Neither the Project nor the cumulative projects within the watershed would be located near a body of water that would be impacted by a seiche. Although several City of Ventura and SCE cumulative sites are located within potential tsunami runup zones (CGS 2023), the Project Site is not located in a tsunami zone and would therefore not contribute to cumulatively considerable impacts. Further, the Project Site is not located within a flood hazard zone and would not have the potential to release pollutants due to inundation. The Project and cumulative project sites would be designed and constructed in accordance with all applicable FEMA and CBC regulations regarding potential flooding. As a result, the Project would not impede or redirect flood flows and would not contribute to any cumulative flood-related impacts. Therefore, the Project's cumulative impacts regarding release of pollutants as a result of project inundation would not be cumulatively considerable.

7.10e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Not Cumulatively Considerable. The geographic area under consideration for the topic of surface and groundwater quality includes the boundary of the Ventura River Watershed and Lower Ventura River Groundwater Basin (see Figures 5.10-1 and 5.10-2). Local land use plans, policies, and regulations do not apply to the proposed Project as a matter of law. As such, the underlying general plans and zoning ordinances are not applicable and the Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project. SoCalGas is obligated to obtain ministerial permits from local agencies, as applicable to the proposed Project. However, the Project and cumulative projects would be subject to the requirements of the CWA, which includes compliance with the NPDES permit program (e.g., CGP, point source discharge permit), MS4 regulations, and TMDL regulations. As a result, cumulative project development would not conflict with or obstruct implementation of a water quality control plan, resulting in no cumulatively considerable impacts.

The geographic area under consideration for the topic of a sustainable groundwater management plan is all of the groundwater basins providing water to the cumulative project sites, including the Mound, Oxnard Plain, and Santa Paula groundwater basins of Ventura County. Although the Project would be subject to the Sustainable Groundwater Management Act, the Project would result in a negligible increase in water demand over existing conditions, as described in detail in Section 5.19, Utilities and Service Systems. Potential increased water availability for proposed cumulative projects would be subject to findings of the Mound Basin Groundwater Sustainability Plan (GSP) and the Oxnard Subbasin GSP, which could potentially curtail water supply for cumulative project development. These GSPs provide projects and management actions designed to maintain sustainability of the groundwater basins. The effectiveness of these projects and management actions will determine ongoing groundwater availability for use as a local water supply, as determined every 5 years in the Ventura Water Urban Water Management Plan or site-specific Water Supply Assessments (per Senate Bills 610 and 221). With compliance with Ventura Water Urban Water Management Plans and cumulative project-specific Water Supply Assessments, which are guided by the

Mound Basin and Oxnard Subbasin GSPs, cumulative project development in combination with the proposed Project would not conflict with or obstruct implementation of a sustainable groundwater management plan, resulting in no cumulatively considerable impacts.

7.1.3.11 Land Use and Planning

7.11a) Would the project physically divide an established community?

Not Cumulatively Considerable. There are no current or probable future projects adjacent to the Development Area that could, in combination with each other and with the Project, divide an established community. The City's Westside Community consists of a mix of land uses, such as industrial, educational, commercial, agricultural and residential, that have developed over time. Historically, the Project Site and surrounding area were primarily used for agricultural purposes. However, SoCalGas reports that the Ventura Compressor Station has been in operation at the Project Site since 1923. In the 1950s, the surrounding area began to transition from agriculture to industrial use and single-family residential development. As illustrated in Figure 7-2, Southern California Edison Cumulative Project Location Map, SCE is contemplating certain projects adjacent to and in the vicinity of the Development Area; however, these are limited to small-scale upgrades or replacements of preexisting electrical equipment, without the potential to divide the Westside Community. As illustrated in Figure 7-1, City of Ventura Cumulative Project Location Map, the nearest substantive development or infrastructure project is No. 4, Westview Village, which is at least 0.2 miles from the Development Area.

Furthermore, the Project would not expand the current Project Site boundaries or otherwise change the use from a compressor station. Thus, the Project would not result in the division of an established community and no cumulatively considerable impacts would occur.

7.11b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Not Cumulatively Considerable. The potential for a project to result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation is generally site specific. Combined together these types of impacts would not be anticipated to result in a significant cumulative impact. In addition, the City's General Plan Final EIR suggests that the City General Plan, including land use designations/boundaries, policies, and actions, were (at the time of adoption) consistent with applicable regional land use plans and programs applicable to the City, including the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy, California Coastal Act, and California Association Local Agency Formation Commission boundary adjustment policies, and would not result in a significant land use impact pursuant to CEQA (City of Ventura 2005). Based on this evidence, it is reasonable to assume that past, present, and probable future projects that are consistent with applicable City General Plan land use and zoning provisions would not be anticipated to combine to result in a cumulatively significant land use impact. Cumulative projects that are not consistent with applicable land use designations or zoning provisions would be subject to discretionary review and approval by the City (e.g., through a City General Plan or zoning amendment), which would include project-specific review pursuant to CEQA. Project-specific CEQA review for current and probable future projects would ensure that any potential significant environmental impacts due to a conflict with any land use plan, policy, or regulation are identified, analyzed, and mitigated, as necessary, to avoid any direct or indirect adverse physical

impacts. Thus, the effects of past, current, and probable future projects in the City would not be cumulatively significant.

As discussed in Section 5.11, Land Use and Planning, the Project is consistent with the City land use designation of Industry and M-2 zoning. In accordance with CPUC General Order 177, the Project would have no impact related to a potential land use conflict. Therefore, no cumulatively considerable impacts would occur.

7.1.3.12 Mineral Resources

7.12a) Would the project 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?

Not Cumulatively Considerable. The proposed Project would not result in an impact associated with the loss of availability of a known mineral resource that would be of value to the region and residents of the state. The Project Site is fully developed and does not support mineral resource extraction activities. As such, no cumulatively considerable impact would occur.

7.12b) Would the project 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?

Not Cumulatively Considerable. The proposed Project would not result in an impact associated with 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. According to the City's General Plan EIR (City of Ventura 2005), the Project Site is not a mineral resource recovery site. As such, no cumulatively considerable impact would occur.

7.1.3.13 Noise

7.13a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction—Noise in Excess of Standards

Not Cumulatively Considerable. The Project would result in temporary noise increases during construction activities, as discussed in Section 5.13, Noise. Although a few projects appearing in Figures 7-1 and 7-2 may have future construction periods that could coincide with that of the proposed Project construction schedule, their cumulative contribution to outdoor ambient noise level at a studied off-site receptor common to both them and the proposed Project depends greatly on the magnitude or intensity of noise-producing construction activities and source-to-receptor distance. With respect to the former, Figure 7-2 shows approximate locations of anticipated SCE distribution work that is likely to entail short-duration work with small sets of construction equipment, unlike what is planned for the Project. Under such parameters, noise from such activities would be comparably less and on that basis would not have a cumulatively considerable effect.

With respect to future projects that may involve more intensive construction activities that are more comparable to that of the Project, Figure 7-1 shows that nearest future projects nos. 1, 2, and 3 are more

than 1,000 feet north of the studied noise-sensitive receiver at 181 West McFarlane Drive; and future projects no. 5 and no. 6 are more than 1,000 feet south of the studied noise-sensitive receiver at 186 Forbes Lane. At these distances, and assuming these future projects would involve conventional construction equipment similar to those studied for the Project, the decrease in their noise emission levels with distance (including geometric divergence and acoustical absorption due to sound passing through the air and over ground) and the presence of physical barriers (i.e., intervening buildings and topography) would result in noise exposure levels that would not meaningfully combine with construction noise from the Project to produce a cumulative noise effect. By way of illustration, if there are two concurrent construction projects of comparable sound emission intensity and the activity nearest to the studied noise-sensitive receptor is compliant with the City's applicable noise threshold, the other activity could be no closer than three times the distance of the receptor to the nearest activity and not make a cumulatively measurable contribution to the total and remain compliant with the noise exposure level specified in the City Noise Ordinance. If two concurrent projects were close to a receptor, the cumulative noise would be one of the following:

- The louder (in dBA) of the two concurrent activities
- A logarithmic sum of the two activity noise levels that, per acoustic principles, cannot be more than 3 dB greater than the louder of the two individual noise-producing activities

Implementation of the Project as well as unrelated development projects within the vicinity of the Project Site would all be individually subject to applicable noise standards (descriptions of the standards applicable within the City are described throughout this section). On this basis, and because noise impacts of the Project with respect to relevant standards would be less than significant and would incorporate BMP-NOI-1 (Compliance with Noise Ordinance; refer to Section 5.13.7.2 for the complete BMP) to avoid or minimize such impacts, the Project would not contribute to cumulative exceedances of noise standards and thus impacts would not be cumulatively considerable. In sum, cumulative construction noise is likely to be dominated by the closest or loudest activity to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dB change). Based on the cumulative project list (refer to Table 7-2) studied for purposes of this Project assessment, there are no construction projects that would potentially contribute construction noise that would, in combination with the Project, result in cumulative impacts. Thus, cumulative impacts associated with temporary increases in ambient noise levels would not be cumulatively considerable.

Operations—Noise in Excess of Standards

Not Cumulatively Considerable. Noise from operation of stationary electromechanical equipment added to the outdoor ambient sound environment as a result of Project implementation would include permanent on-site noise sources, as addressed in Section 5.13.4, Impact Analysis (Noise). A cumulative increase in the outdoor ambient sound environment due to operation of Project on-site noise sources and comparable sound sources from other unrelated future projects could occur, but only if distances to a common receptor position were sufficiently short. Noise emission from heating, ventilation, and air-conditioning equipment and other potential on-site sources attenuates with distance and can be occluded by structures and terrain. With Figure 7-1 showing the nearest unrelated future project being at least 1,000 feet away from a noise-sensitive receptor studied for the Project, the attenuated noise from another project would not make a cumulatively meaningful contribution to the increase in outdoor ambient sound environment attributed to the Project, nor would Project impacts contribute significantly to existing or future

cumulative impacts. Therefore, cumulative effects on outdoor ambient noise levels resulting from Project stationary sources would not be considerable.

7.13b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Not Cumulatively Considerable. Groundborne vibration attenuates very rapidly with distance. For example, at 25 feet from an operating heavy bulldozer the reported vibration velocity level is 0.089 inches per second (in/sec) peak particle velocity (PPV), per FTA reference data (FTA 2018). At a distance of at least 1,000 feet, the apparent nearest distance of an unrelated project shown in Figure 7-1 with respect to a noise-sensitive receiver in the studied vicinity of the Project Site, the predicted vibration level would be less than 0.00035 in/sec PPV; therefore, Project impacts would be less than significant, as described in Section 5.13 of this PEA. Due to potentially concurrent construction activities, the frequency of vibration occurrences may increase in quantity at a common receptor position. However, at such a low magnitude, and because such vibrations are frequency-dependent and therefore unlikely to combine additively, this predicted PPV from construction of an unrelated project would not cause a cumulatively considerable effect at the studied receptor, nor would the proposed Project's impacts combine with those of neighboring projects to a significant extent. For these reasons, such cumulative construction vibration impacts would not be considerable.

5.13c) For a project located within the vicinity of a private airstrip or 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?

Not Cumulatively Considerable. Neither the Project nor any of the cumulative list projects is located within the vicinity of a private airstrip or within 2 miles of a public airport. As described in Section 5.13, the Project would have no impact. The 65 dBA CNEL noise contour associated with the closest public airport (Oxnard Public Airport, located approximately 8 miles south-southeast of the Project) is far from the City; therefore, noise associated with aircraft overflights for any of the cumulative projects would not be a potential impact and in combination with the Project would not result in a cumulatively considerable impact.

7.1.3.14 Population and Housing

7.14a) Would the project induce substantial unplanned 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)?

Not Cumulatively Considerable. The proposed Project would not result in the development of housing, nor would it result in a substantial increase of permanent employees at the site. The Project would create a demand for construction workers at the site; however, this demand would be temporary and would likely be fulfilled by existing workers in the area. The Project does not include any off-site improvements. Additionally, the increased reliability in service SoCalGas would be able to provide as a result of the proposed Project would serve to satisfy existing customer demand and is not planned to allow for substantial numbers of new customers. As such, the proposed Project would not induce substantial unplanned population growth, either directly or indirectly; therefore, no cumulatively considerable impacts would occur.

7.14b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Not Cumulatively Considerable. No housing units are located in the Development Area. Thus, the Project would not displace people or housing. As such, the Project would have no cumulatively considerable impacts.

7.1.3.15 Public Services

7.15a) Would the project result in 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:

Fire Protection

Not Cumulatively Considerable. As stated in Section 5.15.4, Impact Analysis, of Section 5.15, Public Services, the proposed Project may temporarily increase demands for fire protection services during construction, because construction activities could increase the likelihood of an accident occurring, potentially leading to demands for fire and/or emergency medical services provided by VCFD. Due to the Project's anticipated construction start date (i.e., 2029), it is unlikely that Project construction would overlap with the construction phases for any of the related projects identified in Figures 7-1 and 7-2. As such, it is anticipated that the majority of the cumulative projects would be completed with the construction process by the time proposed Project construction begins. Even if construction would occur simultaneously between the proposed Project and cumulative projects, combined impacts would not be anticipated to occur. The related projects nearest to the site are adjacent SCE projects consisting primarily of circuit rebuilds and pole replacements (see Figure 7-2). These types of activities are considered routine and are not expected to be associated with substantial construction activities or long construction durations. Furthermore, all construction projects in the City would be subject to safety standards similar to those described for the proposed Project, which would minimize the potential for fire and/or medical emergencies during construction. Additionally, ongoing construction at multiple sites throughout the City is already occurring and is thus an ongoing condition within VCFD's service area, as demonstrated by the list of "under construction" related projects in Table 7-1. For these reasons, cumulative construction impacts are not anticipated.

Development of the cumulative scenario shown in Figure 7-1 and listed in Table 7-2 may result in an increase of demands for fire protection services within the City, since many of the residential, commercial, and mixed-use development projects that are proposed, planned, or underway within the City would represent increased land use intensity at the respective project sites, thus increasing the population and the square footage of structures within VCFD's service area. However, the Project would only be associated with a temporary increase in potential demands for fire protection services. Once Project construction is completed, Project operations would occur generally consistent with existing conditions. The operational phase of the Project could even reduce the potential for demands on fire protection services, due to modernization of equipment and structures. As such, the Project would not considerably contribute to any cumulative increases in demands for fire protection services occurring due to ongoing development within the City, nor would it cause a new cumulatively significant impact related to increased demands for fire protection services. For these reasons, there would be no cumulatively considerable impacts.

Police Protection

Not Cumulatively Considerable. Development of the cumulative scenario shown in Figure 7-1 and listed in Table 7-2 may result in an increase of demands for police protection services within the City, since many of the residential, commercial, and mixed-use development projects that are proposed, planned, or underway within the City would represent increased land use intensity at the respective project sites, thus increasing the population and the square footage of structures within VPD's service area. However, as described in Section 5.15.4, the Project would not be expected to substantially increase demands for police protection services during construction or operations. Therefore, the Project would not cause a new cumulatively significant impact, nor would it contribute significantly to any potential existing/anticipated impacts pertaining to increased demands for police protection services. There would be no cumulatively considerable impacts.

Schools

Not Cumulatively Considerable. Development of the cumulative scenario shown in Figure 7-1 and listed in Table 7-2 may result in an increase of demands for school services within the City, since many of the projects include residential units and may thus increase the overall population of school-aged children in the VUSD service area. However, as described in Section 5.15.4, the Project would not have the potential to increase enrollment at local schools. Therefore, the Project would not cause a new cumulatively significant impact, nor would it contribute significantly to any potential existing/anticipated impacts pertaining to increased demands for school facilities. There would be no cumulatively considerable impacts.

Parks

Not Cumulatively Considerable. Development of the cumulative scenario shown in Figure 7-1 and listed in Table 7-2 may result in an increase of demands for parks within the City, since many of the projects include residential units and would thus expand the number of residents served by the existing parks within and near the City. However, as described in Section 5.15.4, the Project would not have the potential to increase demands on park facilities such that new, expanded, or physically altered facilities would be required. Therefore, the Project would not cause a new cumulatively significant impact, nor would it contribute significantly to any potential existing/anticipated impacts pertaining to increased demands for park facilities. There would be no cumulatively considerable impacts.

Other public facilities

Not Cumulatively Considerable. Development of the cumulative scenario shown in Figure 7-1 and listed in Table 7-2 may result in an increase in demand for library services within the City, because many of the projects include residential units and would thus expand the number of residents served by the existing library facilities within and near the City. A need for expanded City administrative facilities would not be anticipated to occur as a result of the cumulative development scenario, because cumulative development is occurring within the existing City boundaries and the City supports ongoing development with its current facilities. As described in Section 5.15.4, the Project would not have the potential to increase demands on library or City administrative facilities such that new facilities would be required. Therefore, the Project would not cause a new cumulatively significant impact, nor would it contribute significantly to any potential existing/anticipated impacts pertaining to increased demands for library or City administrative facilities. For these reasons, no cumulatively considerable impacts would occur.

As described in Section 5.15.4, Project construction could lead to temporary increases in demand on local hospitals in the unlikely event that a construction-related accident requiring hospitalization were to occur. Due to the Project's anticipated construction start date (i.e., 2029), it is unlikely that Project construction would overlap with the construction phases for any of the related projects identified in Figures 7-1 and 7-2. As such, it is anticipated that the majority of the cumulative projects' construction processes would be completed by the time proposed Project construction begins. Even if proposed Project and cumulative projects construction were to occur simultaneously, combined impacts would not be anticipated. This is because the construction period is temporary, and numerous protections would be put in place to limit the likelihood of a medical emergency at the Project Site during construction, as described in detail in Section 5.15.4. It is anticipated that similar safety practices would be employed at other construction sites throughout the City.

The related projects shown in Figure 7-1 and listed in Table 7-2 (particularly those projects involving new residential uses) would lead to permanent increases in demand for hospital services in the Project area. However, the Project would be associated with only a temporary increase in potential demand for hospital services. Once construction is completed, Project operations would occur in a manner generally consistent with existing conditions. The operational phase of the Project could even reduce the demand for hospital services in the area, due to modernization of equipment and structures (leading to increased operational safety). For these reasons, the Project would not cause a new cumulatively significant impact, nor would it contribute significantly to any potential existing/anticipated impacts involving the need for new or expanded hospital facilities. No cumulatively considerable impacts would occur.

7.1.3.16 Recreation

7.16a) Would the project 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?

Not Cumulatively Considerable. The proposed Project would not lead to a permanent increase in the use of neighborhood and regional parks or other recreational facilities in such a manner that substantial physical deterioration of a facility would be accelerated. The Project would not result in an increased number of residents in the area. There would be no impacts from the proposed Project; therefore, no cumulatively considerable impact would occur.

7.16b) 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?

Not Cumulatively Considerable. The Project does not include recreational facilities, nor would it require the construction or expansion of recreational facilities. There would be no impacts from the proposed Project; therefore, no cumulatively considerable impact would occur.

7.16c) Would the project reduce or prevent access to a designated recreation facility or area?

Not Cumulatively Considerable. The Project would not reduce or prevent access to a designated recreation facility or area. There would be no impacts from the proposed Project; therefore, no cumulatively considerable impact would occur.

7.16d) Would the project substantially change the character of a recreational area by reducing the scenic, biological, cultural, geologic, or other important characteristics that contribute to the value of recreational facilities or areas?

Not Cumulatively Considerable. The Project would not change the character of a recreational area by reducing the scenic, biological, cultural, geologic, or other important characteristics that contribute to the value of recreational facilities or area. There would be no impacts from the proposed Project; therefore, no cumulatively considerable impact would occur.

7.16e) Would the project damage recreational trails or facilities?

Not Cumulatively Considerable. The Project would not result in impacts to recreational trails or facilities. Therefore, no cumulatively considerable impact would occur.

7.1.3.17 Transportation

7.17a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Not Cumulatively Considerable. As indicated in the Project-level analysis in Section 5.17, Transportation, all potential impacts related to transportation and traffic would be less than significant. The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Because construction activities would occur on site and no road closures are anticipated, the Project traffic would not combine with any other construction or development project, thereby resulting in a cumulative impact to programs, plans, ordinances, or policies. During Project operations the Project would require one new employee (for a total of four employees at the site), resulting in minimal changes over existing baseline transportation conditions. There would be no cumulatively considerable impacts.

7.17b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Not Cumulatively Considerable. Per the OPR Technical Advisory, "A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa" (OPR 2018). Per the VMT analysis, the increase in VMT associated with the Project construction would be temporary and would therefore not cause a significant VMT impact. The operation of the proposed Project can be considered a "small project" and would therefore be presumed to have a less-than-significant VMT impact. Therefore, the proposed Project would not result in a cumulatively considerable VMT impact.

7.17c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Not Cumulatively Considerable. Project construction activities would occur entirely on site and the Project would not substantially increase hazards due to a geometric design feature or incompatible use; therefore, it would not combine with impacts from other projects, resulting in a cumulative increase in hazards. Impacts would not be cumulatively considerable.

7.17d) Would the project result in inadequate emergency access?

Not Cumulatively Considerable. As described in Section 5.17, the Project would have less-than-significant construction-related impacts and no operational impacts regarding emergency access; therefore, it would not combine with other projects resulting in a cumulative impact to emergency access. There would be no cumulatively considerable impacts.

7.17e) Would the project create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations?

Not Cumulatively Considerable. The Project would have no construction-related or operational impacts regarding creation of hazardous conditions for people walking, bicycling, or driving or for public transit operations; therefore, it would not combine with other projects, resulting in cumulative impacts. No cumulatively considerable impacts would occur.

7.17f) Would the project interfere with walking or bicycling accessibility?

Not Cumulatively Considerable. The Project would not combine with other projects resulting in cumulative impacts to walking or bicycling accessibility, because the proposed Project would not include site improvements that would extend into the public right-of-way or interfere with existing bicycle or pedestrian facilities. Therefore, there would be no cumulatively considerable impacts.

7.17g) Would the project substantially delay public transit?

Not Cumulatively Considerable. The Project would have less-than-significant construction-related impacts and no operational impacts related to substantially delaying public transit, as described in Section 5.17, because the Project would not include site improvements that would extend into the public right-of-way or interfere with existing public transit. These impacts would not combine with other projects to severely delay, impact, or reduce the service level of transit in the area. Therefore, there would be no cumulatively considerable impact on the operations of roadways or the overall circulation system along these roads.

7.1.3.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

5.18a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

5.18b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Not Cumulatively Considerable. Development of related projects have the potential to cumulatively affect known and unknown tribal cultural resources (TCRs). Because all TCRs are unique and nonrenewable

resources, projects that demolish or damage TCRs have the potential to erode a general cultural landscape to which the resources belong. However, no TCRs were identified within the Development Area. Further, most impacts to TCRs are site-specific and they can therefore be avoided or mitigated with incorporation of project-specific mitigation measures. All cumulative projects must be evaluated for potential impacts to TCRs in compliance with applicable state and local regulations, and if impacts are determined to be significant, mitigation measures must be provided. Because the Project would not result in significant impacts to TCRs and because each cumulative project must assess and mitigate for (if required) potential impacts to TCRs, the proposed Project would not contribute to a cumulatively considerable impact.

7.1.3.19 Utilities and Service Systems

7.19a) Would the project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Not Cumulatively Considerable. The Project is not anticipated to require new, expanded, or relocated utility lines or facilities, beyond the confines of the Project Site. As such, the Project would not contribute to any cumulative impacts involving off-site utility improvements. As described in Section 5.19, Utilities and Service Systems, utility work related to the Project (i.e., installation of new utility infrastructure, removal/ demolition of existing infrastructure, and/or on-site relocation of existing lines) is considered part of the Project's construction scenario, as analyzed throughout this PEA. Due to the Project's anticipated construction start date (i.e., 2029), it is unlikely that Project construction would overlap with any of the related projects identified in Figures 7-1 and 7-2. As such, it is anticipated that the majority of the cumulative projects' construction processes would be completed by the time proposed Project construction begins. Even if construction of the proposed Project and cumulative projects occurred simultaneously, concurrent construction of the proposed Project with the related projects identified in Figures 7-1 and 7-2 would not be expected to result in cumulative utilities and service system impacts. Since the Project's utility improvements would be confined to the Project Site, overlapping or conflicting utility improvements within public rights-of-way would not be anticipated. Furthermore, the nearest related City projects (shown in Figure 7-1) are residential, commercial, or mixed-use development projects, and associated infrastructure requirements for these projects would be limited to small-scale utility improvements in the adjacent sidewalk and roadway rights-of-way. The nearest such project is separated by several city blocks from the Project Site (see Figure 7-1) and thus would not combine with Project-related construction activities to produce a cumulatively considerable effect involving utility improvements. However, several SCE projects are located directly adjacent to the Project Site (see Figure 7-2). These adjacent projects consist primarily of circuit rebuilds and pole replacements. These types of activities are considered routine and are not expected to be associated with substantial construction activities or long construction durations. Additionally, as specified in CPUC-USS-1 (refer to Section 5.19.7.1 for the complete CPUC Recommended Environmental Measure), SoCalGas would inform SCE of Project construction, such that coordination would occur, as needed. For these reasons, the Project would not cause or contribute to cumulative impacts involving construction of utility infrastructure.

Increased demand for utilities and service systems associated with Project operations would be minimal to negligible, as described in Section 5.19.4, Impact Analysis. As demonstrated in Section 5.19.4, the Project's minor net increases in water demand would be well accommodated by the surplus water supplies anticipated by Ventura Water and would constitute a minor to negligible percentage of the projected surplus

supplies. Similarly, the Project's wastewater demands would constitute a minor to negligible percentage of the available remaining capacity of Ventura's wastewater treatment facilities. SCE and SoCalGas have confirmed adequate electrical and natural gas supplies, respectively, to serve the power requirements of the Project. No change in telecommunications demand is anticipated, and stormwater volumes would be reduced upon Project implementation. Although solid waste generation would temporarily increase during construction, operational solid waste generation is expected to remain similar to existing conditions, and both construction and operational solid waste generation rates would be reduced through required compliance with federal, state, and local recycling regulations and guidelines. The Project area is served by numerous landfills with ample available capacity, some of which are anticipated to remain in service for the next several decades. For these reasons, the Project would not require expansions in off-site utility infrastructure or facilities. Demand would remain relatively similar to baseline conditions, and where demand would increase (e.g., water use, electrical use), sufficient capacity has been demonstrated. Most related City projects shown in Figure 7-1 and listed in Table 7-2 are residential, commercial, or mixed-use development projects. Other projects include several variances, requests for historic design review, façade changes, and expansion of an existing recreational vehicle facility. Development of the cumulative scenario shown in Figure 7-1 and listed in Table 7-2 is expected to result in an overall increase in utility demand within the City, since many of the residential, commercial, and mixed-use development projects would represent increased land use intensity at the respective project sites. The related SCE projects shown in Figure 7-2 would not be expected to increase utility demand. Rather, such projects consist of routine upgrades to existing electrical infrastructure. Although cumulative residential and commercial growth within the City would be expected to incrementally increase demand on utilities and service systems, documents such as Ventura Water's Urban Water Management Plan, the City's Wastewater System Master Plan, and the City's General Plan are in place to demonstrate and plan for adequate utility supplies and capacities to serve planned growth. Development projects that fall outside of planned growth projections are typically required to take further steps to demonstrate adequate supplies and capacities.

As such, although cumulative development in the Project vicinity may increase demand on the City's utility providers, the providers have plans and processes in place for adequate supplies and capacities. Furthermore, the Project itself would not considerably contribute to any cumulative effects, nor would it cause a new cumulatively considerable impact, because its net increases in demands would be minimal to negligible. For the foregoing reasons, impacts involving new, expanded, and/or relocated utility infrastructure would not be cumulatively considerable.

7.19b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Not Cumulatively Considerable. The Project's minor net increases in water demand would be well accommodated by the surplus water supplies anticipated by Ventura Water and would constitute a minor to negligible percentage of these supplies. Development of the cumulative scenario shown in Figure 7-1 and listed in Table 7-2 is expected to result in an overall increase for water demand within the City, because many of the residential, commercial, and mixed-use development projects that are proposed, planned, or underway within the City would represent increased land use intensity at the respective project sites. However, the Project's minor net increase in water demand would not constitute a considerable contribution to cumulative increases in water demand occurring due to development within the City, nor would it cause a new cumulatively significant impact related to increased water demand. Furthermore, Ventura Water's Urban Water Management Plan demonstrates adequate water supplies to meet projected

demand. For development projects with significant water demand that fall outside of planned growth projections, additional steps are required in order to demonstrate that adequate supplies are available. As such, while cumulative development within the City is expected to lead to an overall increase in water demand, Ventura Water is required to demonstrate adequate supplies for projected growth. Furthermore, the Project itself would not considerably contribute to a cumulative effect related to water supply, nor would it cause a new cumulatively considerable impact, because its net increases in demand would be minimal to negligible. Therefore, no cumulatively considerable impacts would occur.

7.19c) Would the project result in a determination by the waste water 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?

Not Cumulatively Considerable. The Project's wastewater demand would constitute a minor to negligible percentage of the available remaining capacity of the City's wastewater treatment facilities. Development of the cumulative scenario shown in Figure 7-1 and listed in Table 7-2 is expected to result in an overall increase in wastewater generation within the City, because many of the residential, commercial, and mixed-use development projects that are planned, proposed, or underway would represent increased land use intensity at the respective project sites. However, the Project's minor amount of wastewater generation would not constitute a considerable contribution to cumulative increases in wastewater generation occurring due to development within the City, nor would it cause a new cumulatively significant impact related to increased wastewater generation due to its minimal to negligible contributions. Through its Wastewater System Master Plan, the City plans for adequate wastewater conveyance and treatment capacity to meet projected growth. For large-scale development projects with substantial wastewater generation, additional steps may be required to demonstrate adequate capacity. As such, while other development projects in the City would lead to an overall increase in wastewater generation, the City has planning processes in place to ensure that projected growth is accommodated. Furthermore, the Project itself would not considerably contribute to a cumulative effect related to wastewater generation, nor would it cause a new cumulatively considerable impact, because its demands would be minimal to negligible. Therefore, no cumulatively considerable impacts would occur.

7.19d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Not Cumulatively Considerable. The Project may temporarily increase solid waste generation at the Project Site during its construction phase. However, compliance with California Green Building Standards Code (CALGreen) requirements would ensure that a majority of construction waste is recycled and diverted from landfills. Construction of the related projects shown in Figures 7-1 and 7-2 would be subject to the same requirements for diversion of construction waste. Once construction is concluded at the Project Site, solid waste generation at the Project Site during Project operations would be similar to existing conditions. As such, the Project would not contribute substantially to any permanent increases in the City's solid waste stream such that it would cause or contribute to a cumulatively significant impact. Buildout of the cumulative development scenario in the City (shown in Figure 7-1 and listed in Table 7-2) would likely result in an overall increase in solid waste generation, since many of the residential, commercial, and mixed-use development projects that are planned, proposed, or underway would represent increased land use intensity at the respective project sites. However, such projects would be subject to stringent diversion requirements pursuant to AB 341, AB 1826, and SB 1383, which would serve to reduce the amount of solid waste that is landfilled to the extent feasible. Because the Project itself would not result in a substantial

permanent increase in solid waste generation relative to existing conditions, it would not considerably contribute to a cumulative effect related to solid waste generation, nor would it cause a new cumulatively considerable impact. As such, no cumulatively considerable impacts would occur.

7.19e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Not Cumulatively Considerable. The Project would be required to comply with all applicable federal, state, and local management and reduction statutes and regulations related to solid waste. For example, during the construction phase, 65% of the Project's C&D waste would need to be recycled, consistent with state regulations. During operations, recycling would be required in accordance with AB 341 and AB 1826. Any hazardous waste that is produced during construction and operations would also be disposed of properly, in accordance with applicable federal, state, and local laws. The related projects shown in Figures 7-1 and 7-2 would be subject to the same requirements, as applicable. Due to required compliance with laws involving solid waste, the Project would not cause or contribute to a cumulatively considerable impact involving violations of solid waste laws. Therefore, mo cumulatively considerable impacts would occur in association with the Project.

7.19f) Would the project increase the rate of corrosion of adjacent utility lines as a result of alternating current impacts?

Not Cumulatively Considerable. The Project would not introduce new high-voltage transmission lines, railroad crossings, or other features that can substantially contribute to alternating current corrosion, and all utility improvements would take place within the confines of the Project Site. Furthermore, steps would be taken for all pipelines installed within the Project Site to prevent corrosion. As shown in Figure 7-2, several proposed or potential electrical improvement projects are located adjacent to the Project Site. However, adjacent electrical improvement projects consist largely of circuit rebuilds and pole replacements. Such projects would improve the existing electrical distribution system within the vicinity of the Project Site and would not introduce any new high-voltage transmission lines to the area. The related City projects in the vicinity of the Project (shown in Figure 7-1) consist of residential, commercial, and mixed-used development projects and therefore would not introduce features with the potential to create or exacerbate alternating current impacts. For these reasons, the Project would not be expected to cause or contribute to a cumulatively considerable impact involving alternating current corrosion impacts. Therefore, no cumulatively considerable impacts would occur.

7.1.3.20 Wildfire

7.20a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Construction

Not Cumulatively Considerable. As discussed in Section 5.20, Wildfire, Project construction impacts under this criterion would be less than significant; therefore, the potential for a cumulatively considerable impact regarding construction of the Project and related projects is further discussed below.

Due to the Project's anticipated construction start date (i.e., 2029), it is unlikely that Project construction would overlap with any of the related projects identified in Figures 7-1 and 7-2. As such, it is anticipated

that the majority of the cumulative projects would be completed with the construction process by the time that the proposed Project begins construction.

If construction would occur simultaneously between the proposed Project and cumulative projects, concurrent construction of related projects identified in Figures 7-1 and 7-2 could result in temporary increases in local roadway traffic related to construction-worker vehicle trips and movement of equipment and materials to and from project sites, including along designated Westside Community Evacuation routes such as North Ventura Avenue and North Olive Street. Related SCE and City projects may also include off-site construction activities for utility improvements/connections within the public roadway and sidewalk rights-of-way, which may result in temporary full or partial roadway closures. If uncoordinated and concurrent, the additional construction-related roadway traffic and off-site construction activities would have the potential to adversely affect the movement of emergency response vehicles and/or evacuees during a large-scale disaster or emergency.

As discussed in PEA Section 5.20.4, Impact Analysis, most Project-related construction traffic would be expected to arrive at the Project Site through the Staging Area via an access route off West Stanley Avenue. However, any large equipment pieces (i.e., the compressor equipment) would be brought to the site via North Olive Street, which is anticipated to result in temporary closure or disruption of southbound travel along North Olive Street. However, in accordance with BMP-TRA-1 (Construction Traffic Control Plan; BMP is provided in full in PEA Section 5.17.5.2), such closure would be planned in advance, and emergency responders would be alerted prior to the closure. Emergency responders would be routed around the closure and the SEMS would ensure proper communication of this information during an active emergency situation or evacuation order. Therefore, in the unlikely event that Project construction overlaps with related project construction (including SCE improvements adjacent to the Project Site), appropriate traffic control procedures and coordination would ensure that there would be no substantial adverse direct or indirect physical effects. Finally, although SoCalGas already maintains open communication with VFD under existing conditions, SoCalGas would implement CPUC-FIRE-1 (Construction Fire Prevention Plan) and CPUC-FIRE-2 (Fire Prevention Practices [Construction and Operation]) (provided in full in Section 4.20.7.1, CPUC Recommended Environmental Measures), which, through enhanced training and communication protocols for construction workers and Project Site employees/maintenance personnel, would facilitate improved coordination with emergency responders during a disaster or large-scale emergency necessitating implementation of the EOP or evacuation orders. Therefore, with continued implementation of existing safety and communication protocols, as well as proposed implementation of BMP-TRA-1, CPUC-FIRE-1, and CPUC-FIRE-2, the Project's incremental contribution would not be cumulatively considerable.

Operation

Not Cumulatively Considerable. As discussed in Section 5.20.4, Project operation would not have the potential to substantially impair an adopted emergency response or evacuation plan. Therefore, the Project would not cause a new cumulatively considerable operational impact, nor would it contribute considerably to any potential existing/anticipated impacts.

7.20b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Not Cumulatively Considerable. As discussed in Section 5.20.4, construction and operation of the Project would have no impacts related to exacerbation of wildfire risks or exposure of Project occupants to

pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, the Project would not cause a new cumulatively considerable impact, nor would it contribute considerably to any potential existing/anticipated impacts.

7.20c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Not Cumulatively Considerable. As illustrated in Figure 7-1, the related City projects are located in urban areas that are currently served by existing utility infrastructure. As listed in Table 7-2, the majority of related City projects are residential, commercial, or mixed-use development projects. Other projects include several variances, requests for historic design review, façade changes, and expansion of an existing recreational vehicle facility. Thus, the associated infrastructure requirements for these projects would be limited to small-scale utility improvements in the adjacent sidewalk and roadway rights-of-way to facilitate connections to existing water, sewer, power, and telecommunications infrastructure. These types of activities would not be anticipated to exacerbate fire risk or result in any ongoing impacts to the environment.

As discussed previously and illustrated in Figure 7-2, the majority of the related SCE projects are themselves small-scale infrastructure projects; however, many planned improvements are located within the undeveloped and vegetated hillside areas, which have the potential to require installation of roadways or firebreaks. However, any increased construction and operation of electrical infrastructure in nearby FHSZs, High Fire-Threat Districts, wildland–urban interfaces, and SRAs could exacerbate fire risks and require fuel breaks, maintenance roads, or other ancillary infrastructure to support the infrastructure improvements, which could have an impact on the environment.

As discussed in Section 5.20.4, the proposed on-site fire road, access ramp, and fire water lines would improve safety conditions and support fire-suppression activities. No new off-site utility poles or other new or expanded electrical infrastructure (such as off-site SCE transmission lines and/or expanded generation facilities) would be required to serve the Project. However, the Project would require replacement of two on-site utility poles and associated electric lines, which would connect to SCE utility infrastructure in the adjacent public right-of-way (as under existing conditions). In accordance with tree and power line clearance requirements in California Public Resources Code 4293 and CPUC GO 95, SoCalGas would continue to maintain the Project Site to ensure that no additional vegetation occurs within the property boundary and would manage fire and safety hazards and ensure electrical reliability of the proposed on-site poles and conduit. Protective equipment in the adjacent public right-of way, such as circuit breakers, reclosers, and fuses, are standard components of the grid that help keep workers and the public safe by automatically shutting off the power in the case of a disturbance. Furthermore, per CPUC GO 165, SCE, in partnership with the City and/or applicable Southern California Joint Pole Committee operators, regularly inspects, maintains, and repairs the electrical infrastructure in the City. Finally, the Project would not require the installation or maintenance of new off-site roads, fuel breaks, emergency water sources, or any other off-site utilities. Thus, although the combined effects of related projects could be considered cumulatively significant, the proposed Project would not contribute to a cumulatively considerable impact related to the installation or maintenance of infrastructure that could result in exacerbation of risks from wildfire or otherwise impact the environment.

7.20d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Not Cumulatively Considerable. As discussed in Section 5.20.4, construction and operation of the Project would have no potential to expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the Project would not cause a new cumulatively considerable impact, nor would it contribute considerably to any potential existing/anticipated impacts.

7.2 Growth-Inducing Impacts

Provide an evaluation of the following potential growth-inducing impacts:

a) Would the proposed project foster any economic or population growth, either directly or indirectly, in the surrounding environment?

As discussed in Section 5.14, Population and Housing, the Project would not involve the construction of any new housing units or businesses. Therefore, the Project would not directly or indirectly facilitate population growth. Regarding the potential for Project-related employment to indirectly facilitate population growth, the Project would not create new employment opportunities that could result in substantial population growth for the City or region. It is anticipated that construction jobs would generally be filled by the existing area labor force and that any temporary increase in workers from outside the area would not lead to permanent population growth. Operation of the Project would result in a net increase of one permanent employee at the Project Site, for a total of four on-site employees, which would not foster economic growth either directly or indirectly.

b) Would the proposed project cause any increase in population that could further tax existing community service facilities (i.e., schools, hospitals, fire, police, etc.)?

As discussed above and in Section 5.14, Population and Housing, the proposed Project would have no direct or indirect impact on housing or otherwise affect population growth in a manner that could tax existing community services.

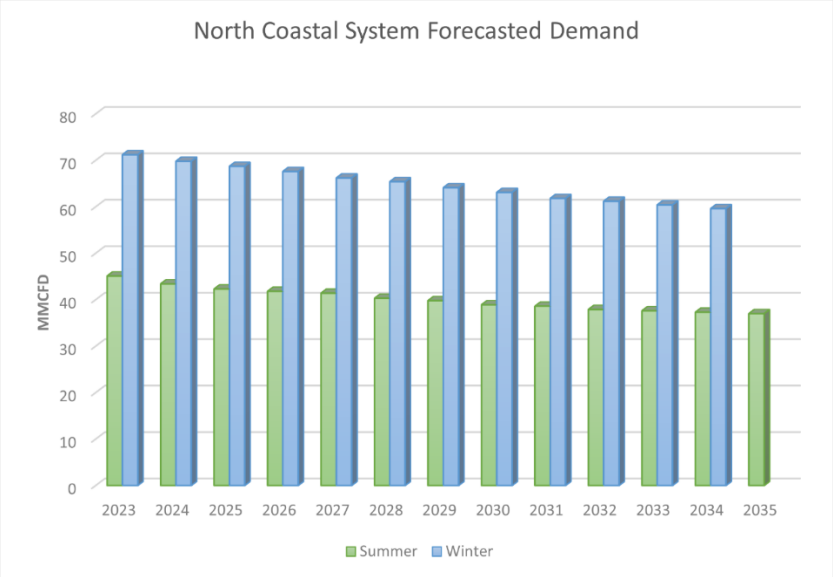
c) Would the proposed project remove any obstacles to population growth?

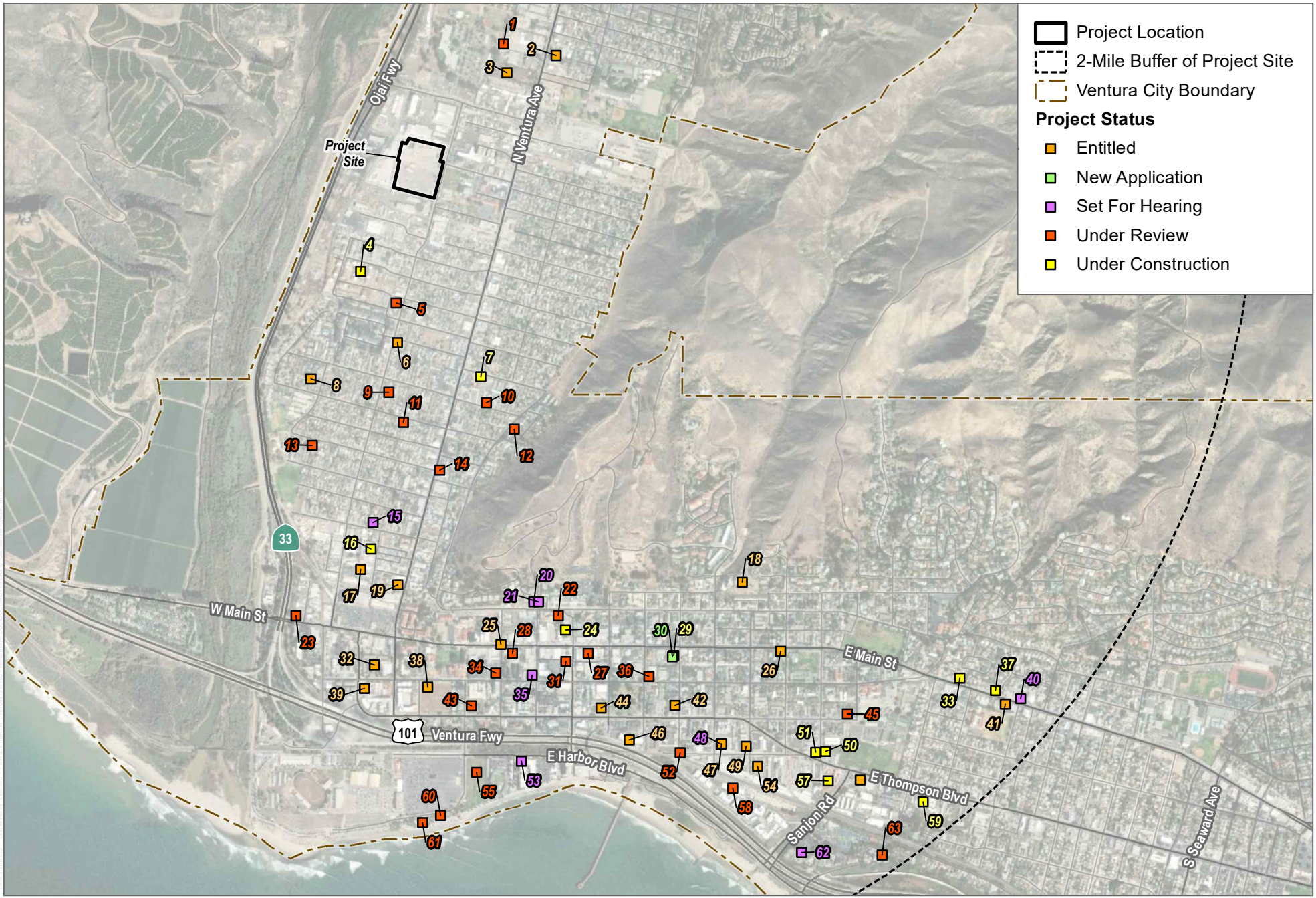
As discussed in Section 5.14, Population and Housing, the Project would continue to serve a large area located along SoCalGas's North Coastal System, which begins at the Ventura Compressor Station, continues west to the La Goleta Storage Field, and ends in the communities served around San Luis Obispo and Paso Robles. The Project does not include any service area expansion or pipeline expansions. Although reliability of natural gas supplies within the North Coastal System would be improved with the proposed compressor station upgrades, which would benefit the existing customer base, the increased reliability would not influence local land use decisions in a manner that could alter or increase construction of residential units or otherwise effect population densities. The proposed Project would not remove any obstacles to population growth, as the increased reliability of the natural gas supply within the existing North Coastal System is not an obstacle for local land use agencies that would consider approving or denying housing development proposals.

d) Would the proposed project encourage and facilitate other activities that would cause population growth that could significantly affect the environment, either individually or cumulatively?

The proposed Project would involve modernizing an existing natural gas compressor station, which would result in increased natural gas flow capabilities within the SoCalGas natural gas pipeline network. As discussed in detail in Section 2.1, Project Background, the need for the Project is driven by changed operating requirements resulting from reductions in locally produced natural gas supplies; the inability of the existing infrastructure (installed approximately 40 years ago) to support reliability; and the critical importance of maintaining adequate inventory in the La Goleta Storage Field, which impacts the reliability of SoCalGas's entire system. The Project would continue to serve a large area located along SoCalGas's North Coastal System; however, no service area expansion or pipeline expansions are proposed. As discussed in Section 2.1.1, Project Background, the overall demand on the North Coastal System and the forecasted trends in summer-season and winter-season demand through 2035 are expected to remain relatively stable. Therefore, there are no other activities that would encourage or facilitate population growth, and no individual or cumulative effects on the environment would occur from population growth-related effects. Exhibit 7-1 depicts a systemwide forecast that has been applied as an estimate for the North Coastal Region as SoCalGas does not produce area specific forecasts.

Exhibit 7-1. Forecasted demand for the North Coastal System.





SOURCE: Esri and Digital Globe, Open Street Map

FIGURE 7-1

City of Ventura Cumulative Project Location Map

Ventura Compressor Station Modernization Project

DUDEK

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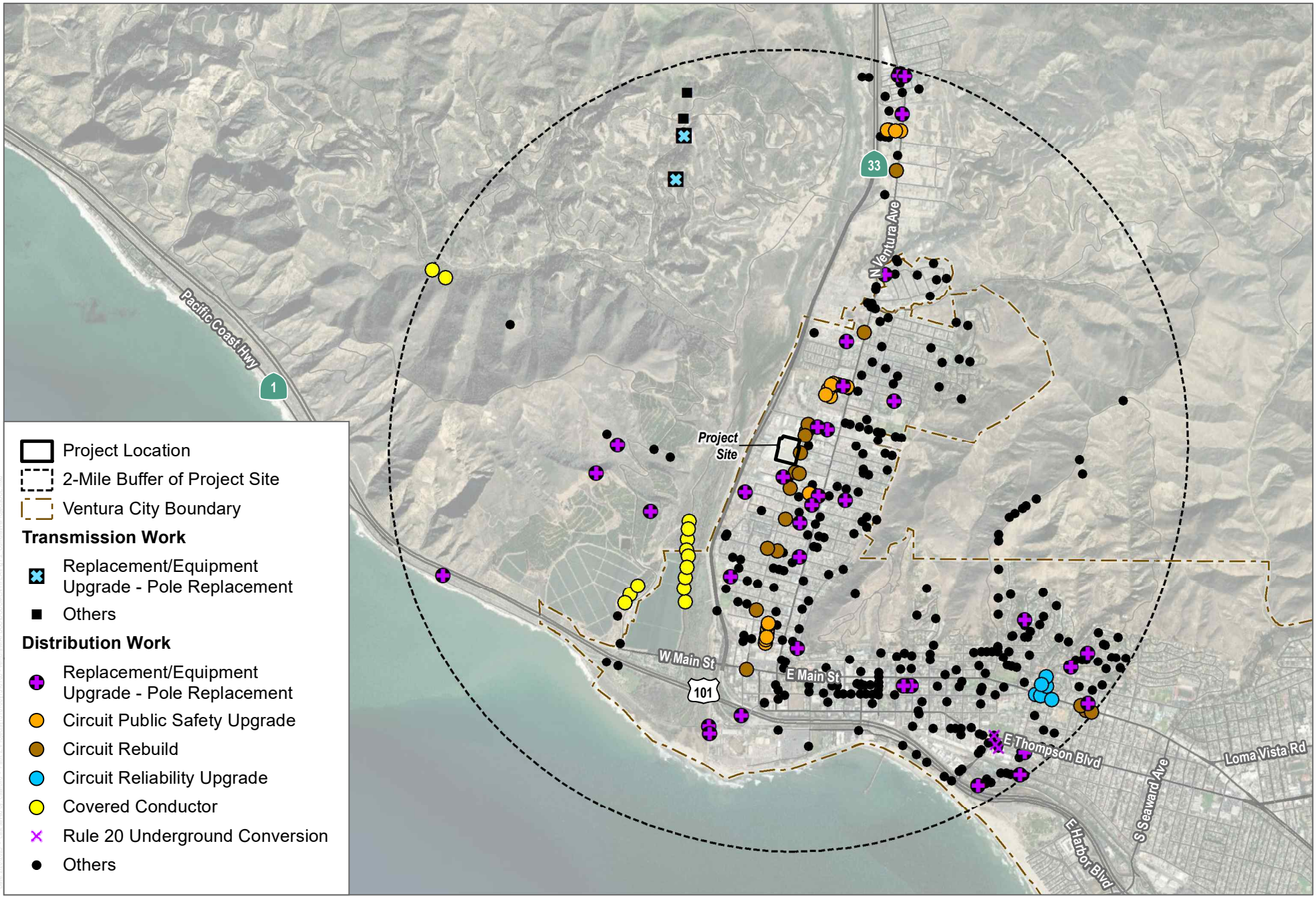

SOURCE: Esri and Digital Globe, Open Street Map

DUDEK

0 1,750 3,500 Feet

FIGURE 7-2

Southern California Edison Cumulative Project Location Map

Ventura Compressor Station Modernization Project

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9.8 Chapter 8: List of Preparers

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