

Proposed Final
Subsequent Environmental Impact Report
SCH # 2015021045

Appendix C

Ventura County
Transportation Department Memoranda



**PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division**

MEMORANDUM

DATE: April 21, 2015

TO: RMA – Planning Division
Attention: Brian Baca

FROM: Transportation Department *Ban*

SUBJECT: APPLICATION COMPLETENESS

PROJECT NO: PL 13-0158 (CUP 3543)

PERMITTEE: Mirada Petroleum, Inc.

Property Owner: South Mountain Resources, LTD.

Subsequent Environmental Impact Report (SEIR) for Miranda Petroleum Oil and Gas Project located on Koenigstein Road in Upper Ojai (UOJ).

APN 040-0-220-165

Pursuant to your request, the Public Works Agency Transportation Department has reviewed the draft SEIR for the Miranda Petroleum Oil and Gas Project.

The applicant requests that a Minor Modification of Conditional Use Permit (CUP) 3543 be granted to authorize the redrilling of one (1) existing oil well and the installation of three (3) new oil wells. The drillsite is located approximately 2,800 feet north of State Route 150 and accessed via Koenegstein Road, a County-maintained roadway. The applicant/permittee has been using Koenigstein Road since 1995 when a storm washed out the primary route over Sisar Creek. The previous access road entered State Route 150 approximately one (1) mile west of Koenigstein Road.

We offer the following comment:

Our comments dated December 4, 2014 are still valid and applicable. We have reviewed the Traffic Circulation and Safety Section of the Draft SEIR (Schedule No. 2015021045) and we concur with the analysis and conclusions presented in the document.

ec: Anitha Balan, Permits
Jay Dobrowalski, RMA

DEC 04 2014



**PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division**

MEMORANDUM

DATE: December 4, 2014

TO: RMA – Planning Division
Attention: Jay Dobrowalski

FROM: Transportation Department *Bar*

SUBJECT: APPLICATION COMPLETENESS

PROJECT NO: PL 13-0158 (CUP 3543)

PERMITTEE: Kate Neiswender for Mirada Petroleum, Inc.

Property Owner: South Mountain Resources, LTD.

Minor Modification to CUP 3543 for 25-year time extension and oil well drilling on 19.83-acre parcel off of Koenigstein Road in Upper Ojai (UOJ).
APN 040-0-220-165

Pursuant to your request, the Public Works Agency Transportation Department has reviewed: (1) truck-turning movement videos from RMA, (2) the collision data for the intersection of State Route 150 and Koenigstein Road, and (3) the bridge rating for the bridge over Sisar Creek nearest to the state highway.

This project is a Minor Modification to Conditional Use Permit (CUP) 3543 approved in September 1977 for a 25-year time extension with permission to redrill one (1) oil well and drill three (3) new oil wells. The private driveway to the site is accessed via Koenegstein Road, a County-maintained roadway, approximately 2,000 feet north of the state highway.

According to RMA staff, the applicant/permittee has been using Koenigstein Road since 1995, when a storm washed out the primary route over San Antonio Creek via a private fire/access road that entered that state highway approximately one (1) mile west of Koenigstein Road.

We offer the following comments:

1. We have reviewed the videos from RMA showing the relevant turning movements of the proposed double-wide crude oil tanker truck to be used by the operation. The video showed the relevant truck-turning movements, a westbound right turn and southbound left turn.

With the existing curb return radius, a westbound right turn requires the truck driver to enter the opposing lane of traffic. Given the low volume of daily traffic on Koenigstein Road and the low number of anticipated trucks (to be reduced from 12 to 8 permitted trucks per 6-day work week), the potential for conflict is low. Such truck-turning movements would not change the existing level of safety at the

intersection.

Furthermore, the crude oil tanker trucks have been using the current truck route to/from Santa Paula since 1995. And according to the data obtained from the Statewide Integrated Traffic Records System (SWITRS), there have been two (2) collisions within 200 feet of the intersection of State Route 150 and Koenigstein Road in the past ten (10) years (2002 to AV 2013/2014) and none involving trucks.

We recommend that all truck traffic occur during daylight hours and that no trucks use Koenigstein Road during nighttime hours.

2. With regard to the bridge, the crude oil tanker trucks that plan to access the project site will use Bridge #326 nearest the state highway. Bridge #326 was constructed in 1965 and is 16.5 feet long. According to the latest Bridge Inspection Report for Bridge #52C0185 dated August 14, 2013, the bridge is rated for purple loading based on the Caltrans purple weight chart.

However, any truck whose dimensions or weight exceed the legal limits (Legal Size: W = 8.5 feet, H = 14 feet, L = 40 feet; Legal Weight: Single Axle: 20,000 pounds; Total Vehicle: 80,000 pounds) as established by the California Vehicle Code shall apply for a Transportation Permit for Oversized Vehicles. The permittee shall provide proof to the Transportation Department that all oversized trucks have a valid Transportation Permit.

ec: Anitha Balan, Permits

T:\Planning\Land Development\County\PL 13-0158 (CUP 3543)-2.doc

Proposed Final
Subsequent Environmental Impact Report
SCH # 2015021045

Appendix D

Calculation of Cumulative truck traffic
On Koenigstein Road

Mirada Petroleum, PL13-0158

Evaluation of Cumulative Oil and Wastewater truck traffic on Koenigstein Road

Fluid production data provided by Division of Oil and Gas and Geothermal Resources (DOGGR).

Haul truck
volume = 180 BBLs/truck

Year	Upper Koenigstein Wells Net Export (bbls)	Lower Koenigstein Wells Net Export (bbls)	Total annual Net export (bbls)	Annual truck loads	Annual truck trips (2 trips/load)	Average Daily Truck trips
1977	30982	66015	96997	539	1077.7	3.0
1978	14387	25874	40261	224	447.3	1.2
1979	22172	38094	60266	335	669.6	1.8
1980	24037	34447	58484	325	649.8	1.8
1981	14995	28614	43609	242	484.5	1.3
1982	9639	42223	51862	288	576.2	1.6
1983	21643	38853	60496	336	672.2	1.8
1984	21794	23644	45438	252	504.9	1.4
1985	15704	35489	51193	284	568.8	1.6
1986	7814	30258	38072	212	423.0	1.2
1987	4326	24475	28801	160	320.0	0.9
1988	2083	14980	17063	95	189.6	0.5
1989	5087	20412	25499	142	283.3	0.8
1990	3543	16767	20310	113	225.7	0.6
1991	7799	13500	21299	118	236.7	0.6
1992	2296	13370	15666	87	174.1	0.5
1993	3138	12948	16086	89	178.7	0.5
1994	5158	8301	13459	75	149.5	0.4
1995	8225	10673	18898	105	210.0	0.6
1996	4558	13329	17887	99	198.7	0.5
1997	3563	12201	15764	88	175.2	0.5
1998	2692	8459	11151	62	123.9	0.3
1999	2403	6212	8615	48	95.7	0.3
2000	3893	6842	10735	60	119.3	0.3
2001	4722	6339	11061	61	122.9	0.3
2002	3105	5570	8675	48	96.4	0.3
2003	2514	10187	12701	71	141.1	0.4
2004	3115	14443	17558	98	195.1	0.5
2005	505	12315	12820	71	142.4	0.4
2006	1925	10125	12050	67	133.9	0.4
2007	5136	11966	17102	95	190.0	0.5
2008	1910	9181	11091	62	123.2	0.3
2009	2820	9198	12018	67	133.5	0.4
2010	2535	7570	10105	56	112.3	0.3
2011	2772	6398	9170	51	101.9	0.3
2012	2550	9433	11983	67	133.1	0.4
2013	1927	7102	9029	50	100.3	0.3
2014	414	8314	8728	48	97.0	0.3
Totals =	277881	674121	952002	5289	10578	0.8
1995-2014 total =	61284	185857	247141	1373	2746	0.4
2002-2013 total =	30814	113488	144302	802	1603	0.4

Mirada Petroleum, PL13-0158

Evaluation of Cumulative Oil and Wastewater truck traffic on Koenigstein Road

Fluid production data provided by Division of Oil and Gas and Geothermal Resources (DOGGR).

Haul truck
volume = 150 BBLs/truck

Year	Upper Koenigstein Wells Net Export (bbls)	Lower Koenigstein Wells Net Export (bbls)	Total annual Net export (bbls)	Annual truck loads	Annual truck trips (2 trips/load)	Average Daily Truck trips
1977	30982	66015	96997	647	1293.3	3.5
1978	14387	25874	40261	268	536.8	1.5
1979	22172	38094	60266	402	803.5	2.2
1980	24037	34447	58484	390	779.8	2.1
1981	14995	28614	43609	291	581.5	1.6
1982	9639	42223	51862	346	691.5	1.9
1983	21643	38853	60496	403	806.6	2.2
1984	21794	23644	45438	303	605.8	1.7
1985	15704	35489	51193	341	682.6	1.9
1986	7814	30258	38072	254	507.6	1.4
1987	4326	24475	28801	192	384.0	1.1
1988	2083	14980	17063	114	227.5	0.6
1989	5087	20412	25499	170	340.0	0.9
1990	3543	16767	20310	135	270.8	0.7
1991	7799	13500	21299	142	284.0	0.8
1992	2296	13370	15666	104	208.9	0.6
1993	3138	12948	16086	107	214.5	0.6
1994	5158	8301	13459	90	179.5	0.5
1995	8225	10673	18898	126	252.0	0.7
1996	4558	13329	17887	119	238.5	0.7
1997	3563	12201	15764	105	210.2	0.6
1998	2692	8459	11151	74	148.7	0.4
1999	2403	6212	8615	57	114.9	0.3
2000	3893	6842	10735	72	143.1	0.4
2001	4722	6339	11061	74	147.5	0.4
2002	3105	5570	8675	58	115.7	0.3
2003	2514	10187	12701	85	169.3	0.5
2004	3115	14443	17558	117	234.1	0.6
2005	505	12315	12820	85	170.9	0.5
2006	1925	10125	12050	80	160.7	0.4
2007	5136	11966	17102	114	228.0	0.6
2008	1910	9181	11091	74	147.9	0.4
2009	2820	9198	12018	80	160.2	0.4
2010	2535	7570	10105	67	134.7	0.4
2011	2772	6398	9170	61	122.3	0.3
2012	2550	9433	11983	80	159.8	0.4
2013	1927	7102	9029	60	120.4	0.3
2014	414	8314	8728	58	116.4	0.3
Totals =	277881	674121	952002	6347	12693	0.9
1995-2014 total =	61284	185857	247141	1648	3295	0.5
2002-2013 total =	30814	113488	144302	962	1924	0.4

Mirada Petroleum, PL13-0158

Evaluation of Cumulative Oil and Wastewater truck traffic on Koenigstein Road

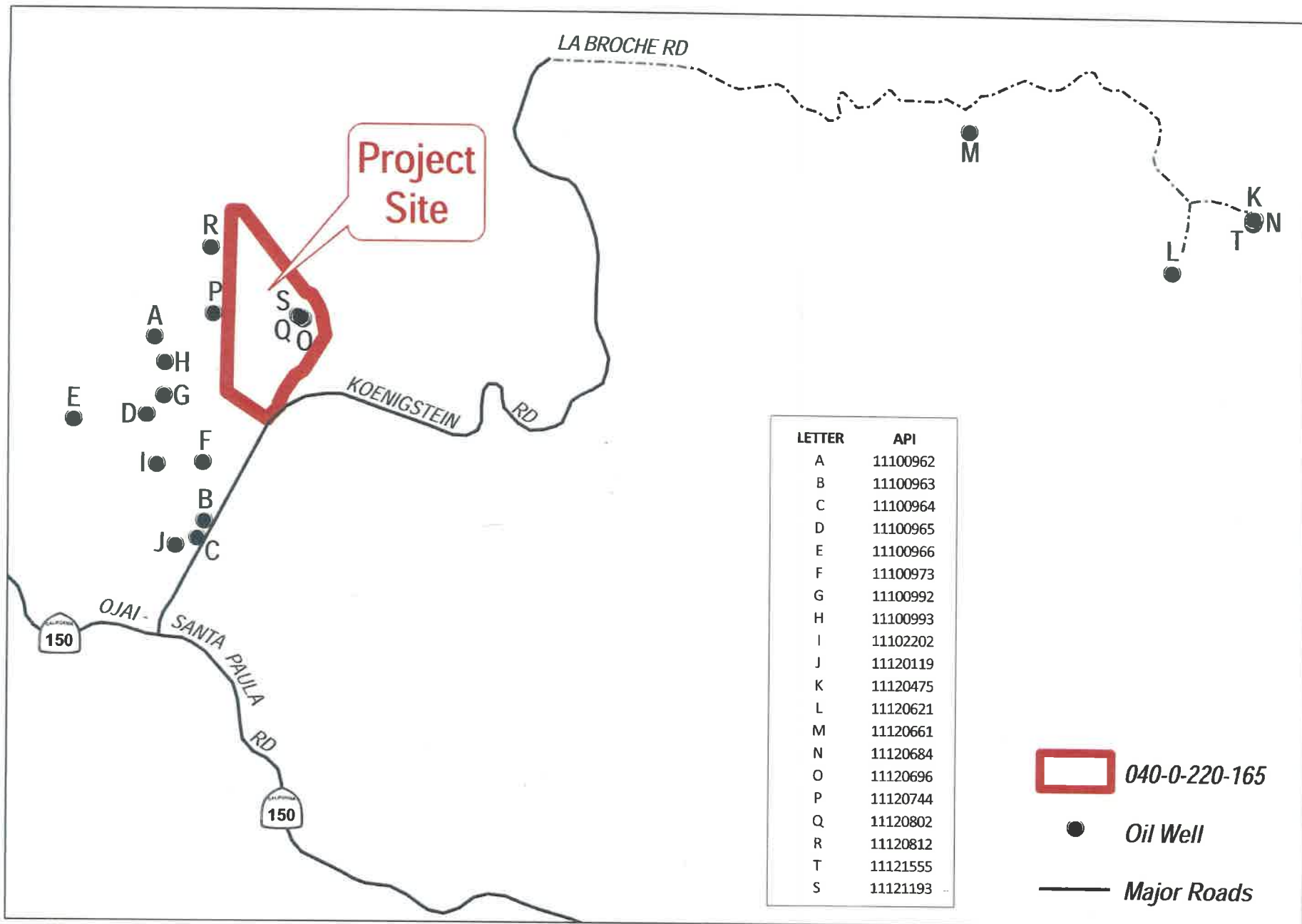
Fluid production data provided by Division of Oil and Gas and Geothermal Resources (DOGGR).

Haul truck
volume = 100 BBLs/truck

Year	Upper Koenigstein Wells Net Export (bbls)	Lower Koenigstein Wells Net Export (bbls)	Total annual Net export (bbls)	Annual truck loads	Annual truck trips (2 trips/load)	Average Daily Truck trips
1977	30982	66015	96997	970	1939.9	5.3
1978	14387	25874	40261	403	805.2	2.2
1979	22172	38094	60266	603	1205.3	3.3
1980	24037	34447	58484	585	1169.7	3.2
1981	14995	28614	43609	436	872.2	2.4
1982	9639	42223	51862	519	1037.2	2.8
1983	21643	38853	60496	605	1209.9	3.3
1984	21794	23644	45438	454	908.8	2.5
1985	15704	35489	51193	512	1023.9	2.8
1986	7814	30258	38072	381	761.4	2.1
1987	4326	24475	28801	288	576.0	1.6
1988	2083	14980	17063	171	341.3	0.9
1989	5087	20412	25499	255	510.0	1.4
1990	3543	16767	20310	203	406.2	1.1
1991	7799	13500	21299	213	426.0	1.2
1992	2296	13370	15666	157	313.3	0.9
1993	3138	12948	16086	161	321.7	0.9
1994	5158	8301	13459	135	269.2	0.7
1995	8225	10673	18898	189	378.0	1.0
1996	4558	13329	17887	179	357.7	1.0
1997	3563	12201	15764	158	315.3	0.9
1998	2692	8459	11151	112	223.0	0.6
1999	2403	6212	8615	86	172.3	0.5
2000	3893	6842	10735	107	214.7	0.6
2001	4722	6339	11061	111	221.2	0.6
2002	3105	5570	8675	87	173.5	0.5
2003	2514	10187	12701	127	254.0	0.7
2004	3115	14443	17558	176	351.2	1.0
2005	505	12315	12820	128	256.4	0.7
2006	1925	10125	12050	121	241.0	0.7
2007	5136	11966	17102	171	342.0	0.9
2008	1910	9181	11091	111	221.8	0.6
2009	2820	9198	12018	120	240.4	0.7
2010	2535	7570	10105	101	202.1	0.6
2011	2772	6398	9170	92	183.4	0.5
2012	2550	9433	11983	120	239.7	0.7
2013	1927	7102	9029	90	180.6	0.5
2014	414	8314	8728	87	174.6	0.5
Totals =	277881	674121	952002	9520	19040	1.4
1995-2014 total =	61284	185857	247141	2471	4943	0.7
2002-2013 total =	30814	113488	144302	1443	2886	0.7

Ojai Oil Field
Oil and Gas Production/Injection wells
Koenigstein Road Area

Location	API #	Well Name and No.	Production/injection
Upper Koenigstein Road area	11120475	Mirada, Nesbitt #1	Production
	11120684	Mirada, Nesbitt #2 (until 1995)	Production
	11121555	Mirada, Nesbitt #4	Production
	11120661	Mirada, Lane Federal #1	Production
	11120621	Mirada, ADP Federal #1	Production
	11120684	Mirada, Nesbitt #2 (2004-2013)	Injection
Lower Koenigstein Road	11120696	Mirada, Agnew #1	Production
	11120802	Mirada, Agnew #2	Production
	11121193	Mirada, Agnew #3	Production
	11120744	R.K. Stone, Cougar #1	Production
	11120812	R.K. Stone, Cougar #2	Production
	11100962	Silver Exploration, Silver #1	Production
	11100992	Silver Exploration, R-S #1	Production
	11100993	Silver Exploration, R-S #2	Production
	11102202	Silver Exploration, R-S #3	Production
	11100965	Silver Exploration, Well #4	Production
	11100966	Silver Exploration, Well #5	Production
	11100973	Crazy J Oil, Keri-Nicole #1	Production
	11100963	Crazy J Oil, Keri-Nicole #2	Production
	11100964	Crazy J Oil, Keri-Nicole #3	Production
	11120119	Crazy J Oil, Keri-Nicole #4	Production



Ventura County
Resource Management Agency
Information Systems GIS Services
Map created on 04/13/2015



PL13-0158 Mirada Oil & Gas Project Well Locaton Map



Proposed Final
Subsequent Environmental Impact Report
SCH # 2015021045

Appendix E

Noise Impact Assessment Report, June 20, 2013

SESPE

CONSULTING, INC.

468 Poli Street, Suite 2E • Ventura, CA 93001
Office (805) 275-1515 • Fax (805) 667-8104

Confidential – Attorney Client
Privileged Work Product

June 20, 2013

Kate Neiswender
Law Office of K. M. Neiswender
PO Box 24617
Ventura, CA 93002

**Re: Noise Impact Assessment
Mirada Petroleum Corporation - Agnew Lease**

Dear Ms. Neiswender:

This letter summarizes the Noise Impact Assessment (NIA) prepared for Mirada Petroleum Corporation's (Mirada) Agnew Lease (Facility) located off of Koenigstein Rd in unincorporated Ventura County. This NIA has been prepared in support of an application for Minor Modification of Conditional Use Permit (CUP) 3543, which proposes to extend the CUP and allow the drilling of six (6) new oil wells over the next ten (10) years. This NIA addresses the potential noise impacts associated with the future oil well drilling activities at this Facility – it does not address ongoing oil production operations.

Project

The Facility is an active oil and gas production operation located approximately 1.5 miles north of the intersection of Koenigstein Road and Highway 150 in unincorporated Ventura County. The attached Figure 1 shows the location of the Facility.

The proposed Minor Modification requests two primary changes to CUP 3543:

- Extend the CUP, which is currently set to expire in November 2013, for an additional 25 years; and
- Allow for the drilling of six (6) new oil wells over the next ten (10) years.

The proposed wells will be drilled on the existing well pad, near the existing wells. When drilling a new well, it will be necessary for the Applicant to conduct drilling operations 24 hours per day. This NIA addresses the potential noise impacts from these future drilling activities during the day, evening, and nighttime. This NIA analyzes a hypothetical drilling operation that is meant to conservatively represent all six (6) future well drilling operations. In addition, a general mitigation is proposed that will be required for all six (6) of the future drilling activities.

Background Noise Monitoring

Starting on Tuesday May 7, 2013, a 24-hour ambient noise measurement was obtained in order to characterize background noise levels in the vicinity of the Facility. The location of the measurement is shown on Figure 2. The location of the measurement was chosen to best represent the noise environment at the nearby residences.

The measurement was obtained with a Type 2 Quest Soundpro SE/DL sound level meter set to record noise levels with a slow response and A-weighting. The noise measurements were logged in 1-minute increments and the noise meter was calibrated immediately prior to use. The noise measurement log is attached.

Table 1 summarizes the background noise levels in the vicinity of the Facility.

Table 1 – Background Noise Levels (dBA)

Parameter	Day	Evening	Night	Overall
Average Noise Level (L_{eq})	47.5	38.1	38.1	45.2
Peak Hour Noise Level (L_{eq1H})	51.5	46.6	45.0	51.5
CNEL	---	---	---	48.8

The abbreviations and terms employed in Table 1 and elsewhere in this NIA are defined below:

- Timeframes – For the purposes of this NIA:
 - Day is 6 a.m. to 7 p.m.
 - Evening is 7 p.m. to 10 p.m.
 - Night is 10 p.m. to 6 a.m.
- A-Weighted Sound Level (dBA) - Sound pressure level measured using the A-weighting network, a filter which discriminates against low and very high frequencies in a manner similar to the human hearing mechanism at moderate sound levels. The A-weighted sound level is generally used when discussing environmental noise impacts.
- Equivalent Continuous Noise Level (L_{eq}) - The average noise level over a specified time period.
- One Hour Equivalent Continuous Noise Level (L_{eq1H}) - The average noise level over a one hour time period.
- Community Noise Equivalent Level (CNEL) - The long-term time average sound level, weighted as follows:
 - Daytime noise is not weighted;
 - Evening noise is weighted by +5 dB; and
 - Nighttime noise is weighted by +10 dB.

Significance Thresholds

The *Ventura County General Plan* (June 28, 2011) includes the following standards for noise generators proposed to be located near any noise sensitive use:

Noise generators, proposed to be located near any noise sensitive use, shall incorporate noise control measures so that ongoing outdoor noise levels received by the noise sensitive receptor, measured at the exterior wall of the building, does not exceed any of the following standards:

- a. $L_{eq}1H$ of 55dB(A) or ambient noise level plus 3dB(A), whichever is greater during any hour from 6:00 a.m. to 7:00 p.m.
- b. $L_{eq}1H$ of 50dB(A) or ambient noise level plus 3dB(A), whichever is greater during any hour from 7:00 p.m. to 10:00 p.m.
- a. $L_{eq}1H$ of 45dB(A) or ambient noise level plus 3dB(A), whichever is greater during any hour from 10:00 p.m. to 6:00 a.m.

Since drilling is a temporary activity, it may be appropriate to utilize the construction noise thresholds in the *County of Ventura Construction Noise Threshold Criteria and Control Plan* (July, 2010). The daytime construction thresholds, which allow for higher noise levels for shorter duration construction activities, are presented in Table 2. Note that the evening and night construction thresholds are the same as the General Plan evening and night thresholds.

Table 2: Daytime Construction Noise Thresholds

Construction Duration	Noise Thresholds ($L_{eq}1H$, dBA)
0 to 3 days	75 or Ambient + 3 dBA
4 to 7 days	70 or Ambient + 3 dBA
1 to 2 weeks	65 or Ambient + 3 dBA
2 to 8 weeks	60 or Ambient + 3 dBA
Longer than 8 weeks	55 or Ambient + 3 dBA

While the exact duration of a well drilling event depends on many factors, it generally takes about 2 weeks to drill a well. The Applicant proposes to drill 6 additional wells, resulting in a total drilling duration of 12 weeks spread over the next 10 years. As shown in Table 2, for durations over 8 weeks, the daytime construction noise threshold is equivalent to the General Plan daytime threshold.

Table 3 presents the noise thresholds applicable to this Facility. Since the ambient noise levels are below the fixed noise thresholds in all cases, the significance thresholds are not adjusted for ambient noise levels.

Table 3: Project Noise Thresholds (dBA)

Parameter	Day	Evening	Night
Peak hour ($L_{eq}1H$)	55	50	45

Noise Source Characterization

A drilling rig includes many noise producing components and each drilling rig can have different types and quantities of these components. As such, this NIA utilizes conservative assumptions to determine an overall drilling rig noise level that is representative of the different rigs that may be used at the Facility. For example, it is assumed that diesel generators are used to power the drilling rig rather than grid electricity. This results in a larger estimate of drilling rig noise because large diesel generators produce high noise levels.

This NIA relies on the extensive drilling rig noise characterization done for the *Whittier Main Oil Field Project Environmental Impact Report* (Whittier EIR, June 2011) to calculate noise impacts. The Whittier EIR, prepared by Marine Research Specialists, utilized a hypothetical drilling rig component list to determine the overall noise associated with the rig. Each component of the drilling rig was assigned a sound level and a usage fraction. The sound levels were based on a variety of sources, including other noise studies, manufacturer specifications, and government agency guidance. The usage fractions were assumed to be 90% for the majority of essential components, 20% for components associated with the crane, 500 one-second impulses per day for metal on metal noise, and 1,250 two-second impulses per day for other incidental noises (voices, backup alarms, annunciators, and drawline brakes). Table 4 shows the drilling rig components, sound levels, and usage fractions for the hypothetical drill rig in the Whittier EIR. For more information, including the source of each sound level assumption, refer to the Whittier EIR Noise Section.

Table 4: Drilling Rig Component Breakdown

Component	Usage Fraction	Sound Level at 50' (dBA)	Vertical Location
Mud Mixer	0.9	76	Ground Level
Mud Pumps and Diesel Engines (2)	0.9	69	Ground Level
Shackers (2)	0.5	69	Ground Level
60-ton Crane	0.2	81	Ground Level
Backup Alarms, Voices, Annunciators	0.030	94	Ground Level
Metal-on-Metal Noise	0.006	100	Ground Level
Metal-on-Metal Noise	0.006	100	Rig Floor (~20')
Metal-on-Metal Noise	0.006	100	Boards (~50')
Cutting Conveyor	0.9	69	Rig Floor (~20')
Drill Rig Engine	0.9	84	Ground Level
Drawworks Engine	0.9	74	Rig Floor (~20')
Drawline Brakes	0.030	80	Rig Floor (~20')
Note: Based on the <i>Whittier Main Oil Field Project Environmental Impact Report</i> (Whittier EIR, June 2011). Currently available at: http://www.cityofwhittier.org/depts/cd/mineralinfo/eirdraft.asp			

When these sources were combined in a computer model, the overall noise level is 85 dBA at 50 feet away from the rig (Whittier EIR). This noise level is used as the basis for calculations in this NIA. This noise level is conservative when compared to other estimates of drilling rig noise levels found in a variety of sources:

- 83 dBA at 50 feet in the Bureau of Land Management's *Draft RMPA/EIS for Federal Fluid Minerals Leasing and Development in Sierra and Otero Counties* (2001).
- 82 dBA at 50 feet in Arup Acoustics' *Plains Exploration and Production Company, Inglewood Oil Field. Noise Impact Study* (2004).
- 77 to 82 dBA at 50 feet in Los Angeles County's *Baldwin Hills EIR* (2009).
- 75 dBA at 50 feet in the Bureau of Land Management's *Noise Analysis for the Pinedale Anticline Oil and Gas Exploration and Development Project* (1999).

Noise Impact Calculation

Noise impacts associated with well drilling have been calculated utilizing the source data described above and a propagation calculation that determines how much the noise level is attenuated between the source and the receptor. The propagation calculation assumes that noise levels are reduced by 6 dBA per doubling of distance, which is the noise attenuation associated with hemispherical propagation. This is the industry standard propagation calculation and is included in the *County of Ventura Construction Noise Threshold Criteria and Control Plan*. See the attached Noise Impact Calculations for more information.

In addition to the noise attenuation from propagation, a separate terrain attenuation factor is included in the calculations. This primarily represents the shielding provided by the terrain, as shown by the cross sections in Figure 3. However, it is also meant to encompass attenuation due to atmospheric absorption, weather, ground impedance, and vegetation. A terrain attenuation of 15 dBA is assumed for Receptor 1 because the source is shielded up to a height of at least 20 feet by the intervening terrain. A terrain attenuation of 5 dBA is assumed for Receptors 2 and 3 because the source is only partially shielded from the perspective of these receptors. These estimates of attenuation are conservatively low for the high degree of shielding and other forms of attenuation present. For comparison, the Federal Highway Administration's *Noise Barrier Design Handbook* indicates that an attenuation of 10 - 15 dBA is expected from a well-designed noise barrier. The vegetated hill shielding the drilling rig for this Facility is expected to provide more attenuation than a noise barrier.

Based on the calculations described above and attached to this NIA, Table 5 presents the unmitigated noise impacts from drilling at the nearby receptors. The results are compared to the nighttime significance thresholds because they are the most conservative and because nighttime drilling will be necessary.

Table 5: Unmitigated Drilling Noise Impacts

Parameter	Receptor 1	Receptor 2	Receptor 3
Noise Impact	44.4	54.9	55.0
Nighttime Significance Threshold	45.0	45.0	45.0
Significant?	No	Yes	Yes
Required Mitigation	None	9.9	10

Mirada Petroleum Corporation

Noise Impact Assessment
June 20, 2013**Mitigation**

As shown in Table 5, 10 dBA of mitigation is required to reduce the nighttime impact at Receptors 2 and 3 to less than significant. Therefore, the following mitigation measure is provided:

NO-1: Prior to initiating well drilling operations, a sound barrier will be erected around the drilling rig. The sound barrier will be in place for the entire duration of drilling rig activities. The sound barrier must be sufficiently tall and appropriately located to break line of site between the primary drilling rig noise sources and the nearby residences. For the purposes of this mitigation, the primary drilling rig noise sources are assumed to be located between ground level (0 feet) and the drilling rig floor (about 20 feet). It is not practical or necessary to provide shielding for the upper reaches of the drilling rig mast.

Mitigation measure NO-1 is expected to provide **at least** 10 dBA of noise attenuation for Receptors 2 and 3 (see above estimate of noise barrier attenuation from the *Noise Barrier Design Handbook*). Table 6 presents the mitigated impacts and compares them to the nighttime threshold.

Table 6: Mitigated Drilling Noise Impacts

Parameter	Receptor 1	Receptor 2	Receptor 2
Mitigated Noise Impact	44.4	<44.9	<45.0
Nighttime Significance Threshold	45.0	45.0	45.0
Significant?	No	No	No

Conclusion

This NIA finds that the drilling activities proposed by this Project will have significant, but mitigable impacts on nearby receptors.

With mitigation, the noise impacts from drilling operations are less than significant when compared to the day, evening, and nighttime thresholds. Also, it should be reiterated that the drilling noise impacts will be infrequent (6 wells over 10 years) and short duration (about 2 weeks each well).

Please call John Hecht or me at (805) 275-1515 if you have any questions or if you need additional information.

Respectfully submitted,

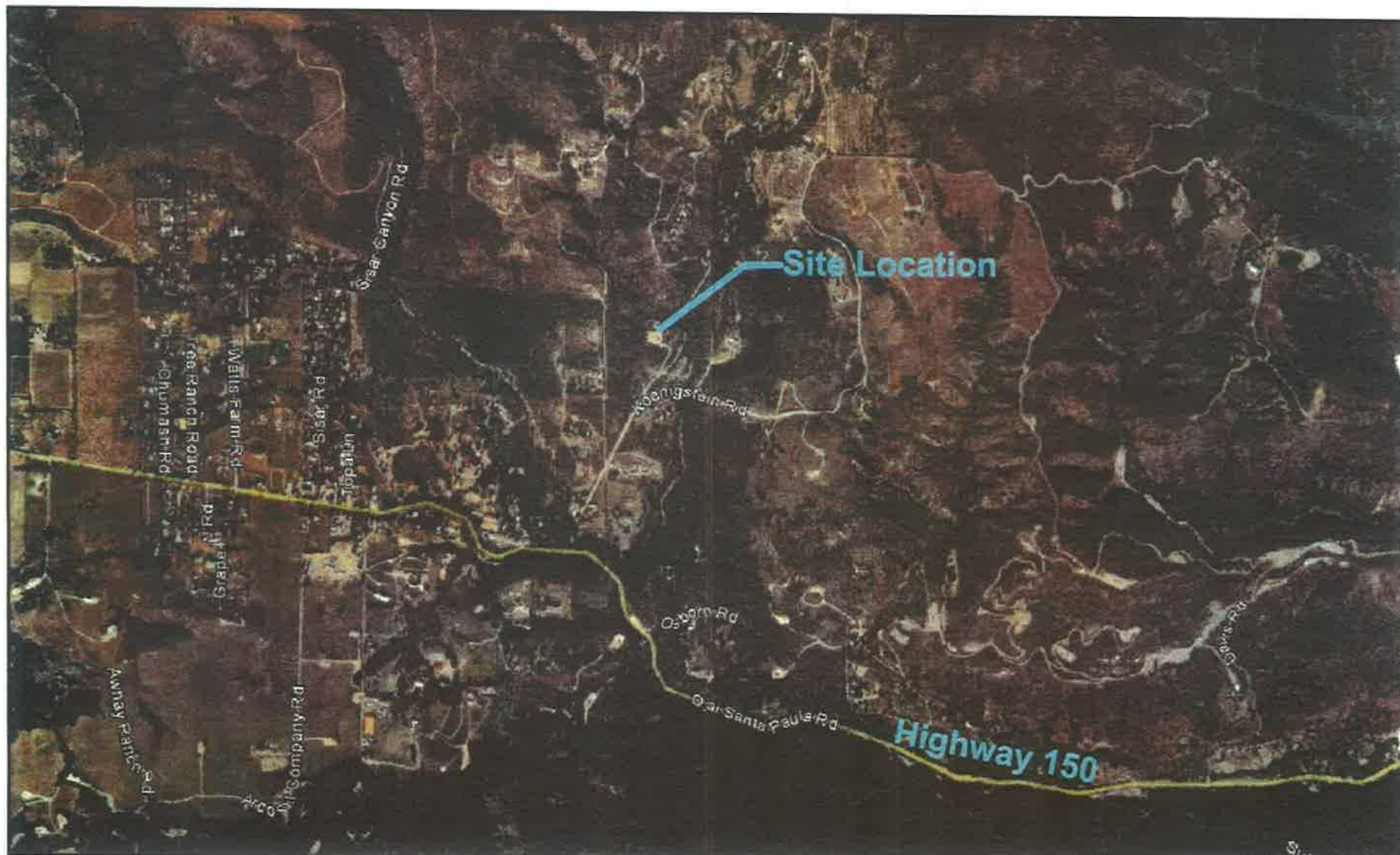


Garrett Zuleger, P.E.
Project Manager I – Engineering
Sespe Consulting, Inc.

Attachments 1. Figures

- Figure 1: Vicinity Map
- Figure 2: Topographic Map
- Figure 3: Source-Receptor Cross Sections

- 2. Noise Measurement Log
- 3. Noise Impact Calculations



SCALE: AS SHOWN	DATE: 06/2013
Site Location Map Mirada Petroleum Agnew Lease Ventura County, California	
SESPE CONSULTING, INC. 468 Poli Street, Suite 2E - Ventura, CA 93001 (805) 275-1515 www.sespeconsulting.com	FIGURE 1



0 100 200 400
Feet

1 inch = 200 feet

Y:\Sespe\GIS\clients\NEO2 - Noise\Vendor\NEO2_13.05 - Mirada Noise Study\GIS

DATUM: HORZ= NAD83, California Zone 5, Us foot

VERT=NAVD88

TOPOGRAPHY: VENTURA COUNTY, LIDAR, AIRBORNE March 2006

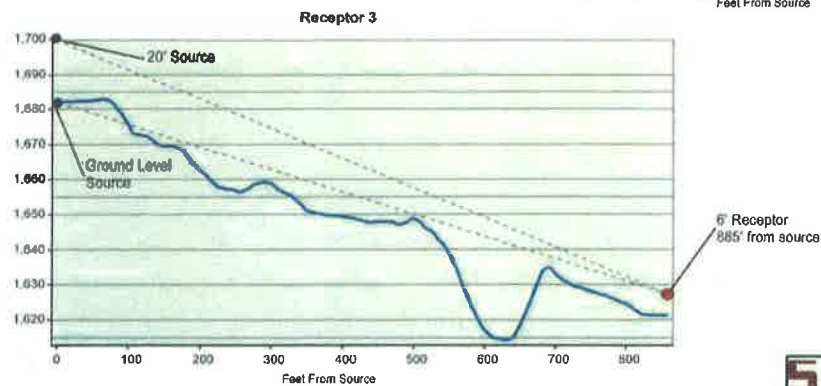
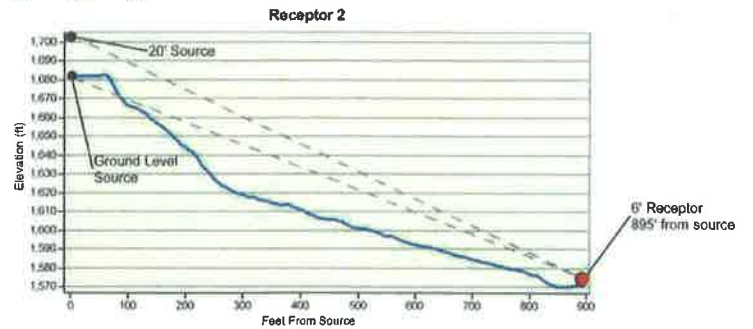
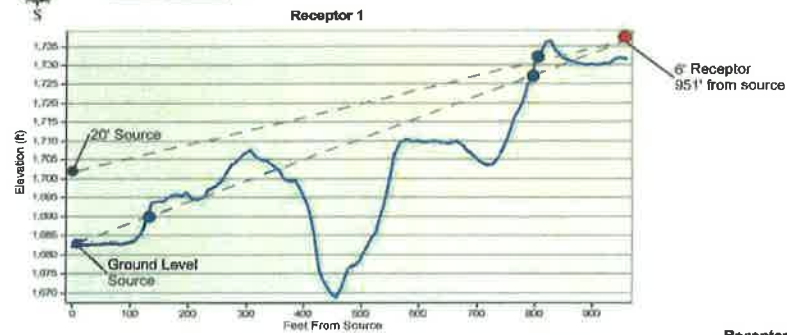
SESPE
CONSULTING, INC.
465 Park Street, Ste 2E • Ventura, CA 93001
(805) 275-1511 • WWW.Sespeconsulting.com

MIRADA PETROLEUM

EXHIBIT 2
LOCATION



DATUM: HORZ= NAD83, California Zone 5, Us foot
 VERT=NAVD88
 TOPOGRAPHY: VENTURA COUNTY, LIDAR, AIRBORNE March 2006



Noise Measurement Summary

Serial Number BIJ090010
Start Time 10:14:36 07-May-2013
Run Length 24:00:00 5529600

UNIT REV R13B

Microphone Information		
Description	Units	Value
Sensitivity	dB	29
Polarization	Volts	0
Meter Range	dB	120
Max Level	dB	140
Meas. Floor	dB	-20

Calibration Information		
Description	Units	Value
Pre-Cal Level	dB	114
Date		10:13:04 07-May-2013
Post-Cal Level	dB	
Date		
ReCert Date		Unavailable

Configuration Information			
Description	Units	Meter 1	Meter 2
Integration Threshold	dB	OFF	OFF
Exchange Rate	dB	3	3
Criterion Level	dB	90	90
Upper Limit Level	dB	130	130
Projected Time	Hrs	8	8
Weighting		A	C
Time Response		SLOW	SLOW

Sespe's Calculations based on Logged Data

Parameter	Day	Evening	Night	Overall
Average Arithmetic SPL over period	55,746	6,407	6,505	33,165
Average Leq over Period	47.5	38.1	38.1	45.2
Median hour Leq during period	47.2	38.2	32.3	40.5
Peak hour Leq during period	51.5	46.6	45.0	51.5

Measurement	Units	Meter 1	Meter 2
		Broadband	Broadband
Lavg	dB	45.2	56.8
Lmax	dB	76.4	85.9
Lmin	dB	27.2	32.6
Lpk	dB	110.4	108.5
TWA	dB	50	61.5
PTWA	dB	45.2	56.8
DOSE	%	0.01	0.14
PDOSE	%	0	0.05
SEL	dB	94.6	106.1
EXP	p2s	1	16

Measurement	Units	Value
LDN	dB	48.9
CNEL	dB	48.8
TAKTMAX (5sec)	dB	N/A
LC-A	dB	11.6

Exceedence	Units	Value
L02	dB	55.5
L10	dB	46.2
L25	dB	40.1
L50	dB	35.8

		Meter 1			Meter 2		
		Count	Percent	Time	Count	Percent	Time
Overload	(OL)	0		00:00:00	0		00:00:00
Under-Range	(UR)	2353867	42.56	10:12:59	248109	4.48	01:04:36
Upper Limit	(UL)	0		00:00:00	0		00:00:00

Exceedence Table

	0	1	2	3	4	5	6	7	8	9
0	76.4	57.5	55.5	54	52.7	51.5	50.3	49.1	48	47.1
10	46.2	45.4	44.8	44.3	43.7	43.3	42.8	42.4	42.1	41.8
20	41.5	41.2	40.9	40.6	40.4	40.1	39.9	39.6	39.4	39.2
30	39	38.8	38.6	38.4	38.3	38.1	37.9	37.7	37.6	37.4
40	37.2	37.1	36.9	36.8	36.6	36.5	36.4	36.2	36.1	35.9
50	35.8	35.7	35.6	35.5	35.3	35.2	35.1	34.9	34.8	34.6
60	34.4	34.3	34.1	33.9	33.7	33.4	33.2	32.9	32.7	32.5
70	32.3	32.1	31.8	31.6	31.4	31.2	30.9	30.7	30.4	30.2
80	30	29.8	29.6	29.4	29.2	29	28.8	28.7	28.5	28.4
90	28.3	28.2	28.2	28.1	28	27.9	27.8	27.8	27.7	27.5

[illegible][illegible]

219100	219100	1245	1245	13.1	31.8	39.7	88.8	44.4	54	51.8	12.11	15.121	41.8	64.8	164.880	219100	1420	1420	14.1	31.7	42.5	24.8	41	13.1	14.6	60.4
219100	219100	1247	1247	11	50.8	37	31.9	81.1	40.1	61.1	50.4	2.183	15.144	42.5	131.600	219100	1409	1409	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1248	1248	19.4	14.4	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1410	1410	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1249	1249	13.20	13.3	15.6	42.6	14.6	14.6	14.6	14.6	14.6	14.6	14.6	14.6	219100	1411	1411	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1250	1250	13.12	30.4	40.9	30	14.6	14.6	14.6	14.6	14.6	14.6	14.6	14.6	219100	1412	1412	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1251	1251	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1413	1413	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1252	1252	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1414	1414	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1253	1253	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1415	1415	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1254	1254	12.38	19.3	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	219100	1416	1416	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1255	1255	12.38	19.3	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	219100	1417	1417	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1256	1256	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1418	1418	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1257	1257	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1419	1419	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1258	1258	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1420	1420	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1259	1259	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1421	1421	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1260	1260	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1422	1422	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1261	1261	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1423	1423	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1262	1262	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1424	1424	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1263	1263	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1425	1425	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1264	1264	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1426	1426	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1265	1265	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1427	1427	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1266	1266	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1428	1428	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1267	1267	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1429	1429	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1268	1268	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1430	1430	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1269	1269	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1431	1431	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1270	1270	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1432	1432	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1271	1271	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1433	1433	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1272	1272	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1434	1434	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1273	1273	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1435	1435	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1274	1274	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1436	1436	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1275	1275	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1437	1437	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1276	1276	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1438	1438	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1277	1277	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1439	1439	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1278	1278	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1440	1440	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1279	1279	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1441	1441	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1280	1280	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1442	1442	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1281	1281	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1443	1443	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1282	1282	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1444	1444	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1283	1283	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1445	1445	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1284	1284	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1446	1446	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1285	1285	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1447	1447	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1286	1286	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1448	1448	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1287	1287	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1449	1449	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1288	1288	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1450	1450	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1289	1289	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1451	1451	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1290	1290	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1452	1452	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1291	1291	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1453	1453	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1292	1292	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1454	1454	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1293	1293	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1455	1455	14.5	49.1	31.7	42.4	30.4	24.5	42.4	60.4
219100	219100	1294	1294	19.34	19.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	14.4	219100	1456	1456	14.5							

[illegible]

Oil Well Drilling - Noise Impact Calculations

Receptor	Distance from Source (ft)	Source Noise Level at 50' (dBA)	Direct Propagation Noise Level (dBA)	Terrain Attenuation* (dBA)	Unmitigated Noise Level (dBA)
Receptor 1	951	85	59.4	15	44.4
Receptor 2	895	85	59.9	5	54.9
Receptor 3	885	85	60.0	5	55.0

Note: The propagation calculation is based on 6 dBA per doubling of distance, per the Ventura County *Construction Noise Threshold Criteria and Control Plan* (July 2010). This guidance differs from the *Ventura County Initial Study Assessment Guidelines*, which recommends a propagation attenuation of 5 dBA per doubling of distance. The 6 dBA per doubling of distance is used because it is the actual propagation loss for hemispherical propagation and it is used throughout the industry.

* The terrain attenuation estimate primarily represents the shielding provided by the terrain (see Figure 3). However, atmospheric absorption, attenuation due to weather, ground impedance, and attenuation due to vegetation also provide additional attenuation that is included in this estimate.

Proposed Final
Subsequent Environmental Impact Report
SCH # 2015021045

Appendix F

CALTRANS accident report for the Koenigstein
Road/State Highway 150 intersection

Report run on: 11/12/2014

Total Count: 2

141234 2002 - AV 2013/2014 COLLISIONS ON RT 150 (OJAI/SANTA PAULA RD) WITHIN 200 FT OF KOENIGSTEIN RD , IN VENTURA COUNTY.

Case Lis'ng

Page 1

Primary Rd	RT 150	Distance (ft)	1	Direction		Secondary Rd	KOENIGSTEIN RD	NCIC	9765	State Hwy?	Y	Route	150	Postmile Prefix	-	Postmile	26.141	Side of Hwy	W					
City	UNINCORP.	County	VENTURA	Population	9	Rpt Dist	Beat 044	Type	1	CalTrans Dist	7	Badge	011409	Collision Date	20071102	Time	1410	Day	FRI					
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	SIDESWIPE	Severity	INJURY	# Killed	0	# Injured	1	Tow Away?	N	Process Date	20080718	Spec Cond	0							
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Cntrl Dev	FNCTNG	Loc Type	I	Ramp/Int	5									
Hit and Run		Motor Veh Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action																		
PARTY INFO										VICTIM INFO														
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seal Pos	Safety Equip	Ejected	
1F	DRVR	17	M	W	HNBD	PROC ST	E	D	2200	FORD	1999	-	3	F	-	M G								
2	DRVR	44	M	W	HNBD	LFT TURN	E	A	0100	BMW	2000	-	3	N	-	M G	DRVR COMP PN	44	M	1	M	G	0	
Primary Rd	KOENIGSTEIN RD	Distance (ft)	66	Direction	N	Secondary Rd	RT 150	NCIC	9765	State Hwy?	Y	Route	150	Postmile Prefix	-	Postmile	26.141	Side of Hwy	W					
City	UNINCORP.	County	VENTURA	Population	9	Rpt Dist	Beat 004	Type	3	CalTrans Dist	7	Badge	14736	Collision Date	20091016	Time	0805	Day	FRI					
Primary Collision Factor	DRVR ALC/DRG	Violation	23152A	Collision Type	HIT OBJECT	Severity	INJURY	# Killed	0	# Injured	3	Tow Away?	Y	Process Date	20101228	Spec Cond	0							
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Cntrl Dev	FNCTNG	Loc Type	I	Ramp/Int	6									
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action																		
PARTY INFO										VICTIM INFO														
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seal Pos	Safety Equip	Ejected	
1F	DRVR	42	M	B	HBD-UI	UNS TURN	S	A	0700	LEXUS	2004	-	3	A 22107	-	L G	PASS OTH VIS	4	M	4	L	U	0	
																	PASS COMP PN	2	F	5	P	U	0	
																	PASS OTH VIS	5	F	5	P	U	0	

Proposed Final
Subsequent Environmental Impact Report
SCH # 2015021045

Appendix G

Notice of Preparation
And response to public scoping comments



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

February 13, 2015

To: Reviewing Agencies

Re: Modification of Conditional Use Permit No. 3543 (Case No. PL 13-0158)
SCH# 2015021045

Attached for your review and comment is the Notice of Preparation (NOP) for the Modification of Conditional Use Permit No. 3543 (Case No. PL 13-0158) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Kristina Boero
Ventura County
800 South Victoria Avenue #1740
Ventura, CA 93009

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015021045
Project Title Modification of Conditional Use Permit No. 3543 (Case No. PL 13-0158)
Lead Agency Ventura County

Type NOP Notice of Preparation

Description The applicant requests that a modification of Conditional Use Permit (CUP) 3543 be granted to authorize the continued operation and maintenance of an existing oil and gas exploration and production operation (Agnew lease area) for an additional 25 year period. Production operations will include trucking of produced oil and brine from the site to offsite oil refining and wastewater disposal facilities. The current CUP authorizes up to 12 tanker truck loads (24 one-way trips) of produced fluid to be exported from the site per week. It is proposed that this number be reduced to 8 tanker truck loads (16 one-way trips) per week. All tanker truck operations would occur Monday through Saturday, between 7:30 am and 6:30 pm. For purposes of the requested permit, the term "tanker truck" refers to any vehicle that is hauling produced fluids from the site.

Lead Agency Contact

Name Kristina Boero
Agency Ventura County
Phone 805-654-2467 **Fax**
email
Address 800 South Victoria Avenue #1740
City Ventura **State** CA **Zip** 93009

Project Location

County Ventura
City Ventura
Region
Cross Streets SR 150 & Koenigstein Road
Lat / Long
Parcel No. 040-0-220-165

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways 150
Airports
Railways
Waterways
Schools Thomas Aquinas College
Land Use Zoning: Open Space 20 acres; General Plan: Open Space.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board; State Water Resources Control Board, Division of Water Rights; State Water Resources Control Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 02/13/2015 **Start of Review** 02/13/2015 **End of Review** 03/16/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

Notice of Completion & Environmental Document Transmittal

2015021045

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Modification of Conditional Use Permit No. 3543 (Case No. PL13-0158)

Lead Agency: Ventura County Planning Division

Contact Person: Kristina Boero

Mailing Address: 800 S. Victoria Ave. #1740,

Phone: 805-654-2467

City: Ventura

Zip: 93009

County: Ventura

Project Location: County: Ventura

City/Nearest Community: Santa Paula

Cross Streets: State Route 150 & Koenigstein Road

Zip Code: 93060

Longitude/Latitude (degrees, minutes and seconds): ° ' " N / ° ' " W Total Acres:

Assessor's Parcel No.: 040-0-220-165

Section:

Twp.:

Range:

Base:

Within 2 Miles: State Hwy #: 150

Waterways:

Airports:

Railways:

Schools: Thomas Aquinas College

Document Type:

CEQA: ☒ NOP☐ Draft EIRNEPA: ☐ NOIOther: ☐ Joint Document☐ Early Cons☐ Supplement/Subsequent EIR☐ EA☐ Final Document☐ Neg Dec

(Prior SCH No.)

☐ Draft EIS☐ Other:☐ Mit Neg Dec

Other:

☐ FONSI

Local Action Type:

☐ General Plan Update☐ Specific Plan☐ Rezone☐ Annexation☐ General Plan Amendment☐ Master Plan☐ Prezone☐ Redevelopment☐ General Plan Element☐ Planned Unit Development☒ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division (Subdivision, etc.)☐ Other:

Development Type:

☐ Residential: Units

Acres

☐ Office: Sq.ft.

Acres

Employees

☐ Transportation: Type☐ Commercial: Sq.ft.

Acres

Employees

☐ Mining: Mineral☐ Industrial: Sq.ft.

Acres

Employees

☐ Power: Type

MW

☐ Educational:☐ Waste Treatment: Type

MGD

☐ Recreational:☐ Hazardous Waste: Type☐ Water Facilities: Type

MGD

☒ Other: Oil & Gas exploration & production

Project Issues Discussed in Document:

☒ Aesthetic/Visual☐ Fiscal☐ Recreation/Parks☒ Vegetation☒ Agricultural Land☒ Flood Plain/Flooding☐ Schools/Universities☒ Water Quality☒ Air Quality☒ Forest Land/Fire Hazard☐ Septic Systems☐ Water Supply/Groundwater☒ Archeological/Historical☒ Geologic/Seismic☐ Sewer Capacity☐ Wetland/Riparian☒ Biological Resources☒ Minerals☒ Soil Erosion/Compaction/Grading☐ Growth Inducement☐ Coastal Zone☒ Noise☐ Solid Waste☐ Land Use☒ Drainage/Absorption☐ Population/Housing Balance☐ Toxic/Hazardous☐ Cumulative Effects☐ Economic/Jobs☐ Public Services/Facilities☒ Traffic/Circulation☐ Other:

Present Land Use/Zoning/General Plan Designation:














Zoning: Open Space 20 acres; General Plan: Open Space

Project Description: (please use a separate page if necessary)

See attached Notice of Preparation for complete Project Description.

NOP Distribution List









Resources Agency



-  **Resources Agency**
Nadell Gayou
-  **Dept. of Boating & Waterways**
Nicole Wong
-  **California Coastal Commission**
Elizabeth A. Fuchs
-  **Colorado River Board**
Lisa Johansen
-  **Dept. of Conservation**
Elizabeth Carpenter
-  **California Energy Commission**
Eric Knight
-  **Cal Fire**
Dan Foster
-  **Central Valley Flood Protection Board**
James Herota
-  **Office of Historic Preservation**
Ron Parsons
-  **Dept. of Parks & Recreation**
Environmental Stewardship Section
-  **California Department of Resources, Recycling & Recovery**
Sue O'Leary
-  **S.F. Bay Conservation & Dev't. Comm.**
Steve McAdam
-  **Dept. of Water Resources**
Resources Agency
Nadell Gayou

Fish and Game

-  **Depart. of Fish & Wildlife**
Scott Flint
Environmental Services
Division
-  **Fish & Wildlife Region 1**
Donald Koch

Other Departments




-  Fish & Wildlife Region 1E
Laurie Harnsberger
-  Fish & Wildlife Region 2
Jeff Drongesen
-  Fish & Wildlife Region 3
Charles Armor
-  Fish & Wildlife Region 4
Julie Vance
-  Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation
Program
-  Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation
Program
-  Fish & Wildlife Region 6 I/M
Heidi Sickler
Inyo/Mono, Habitat
Conservation Program
-  Dept. of Fish & Wildlife M
George Isaac
Marine Region

-  **Food & Agriculture**
Sandra Schubert
Dept. of Food and
Agriculture
-  **Dept. of General
Services**
Public School Construction
-  **Dept. of General Services**
Anna Garbeff
Environmental Services
Section
-  **Delta Stewardship
Council**
Kevan Samsam

Independent Commissions, Boards

- Delta Protection Commission
Michael Machado








County: Ventura






-  OES (Office of Emergency Services)
Dennis Castrillo
- Native American Heritage Comm.**
Debbie Treadway
-  Public Utilities Commission
Leo Wong
-  Santa Monica Bay Restoration
Guangyu Wang
-  State Lands Commission
Jennifer Deleong
-  Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation
Agency CalSTA

-  **Caltrans - Division of Aeronautics**
Philip Crimmins
-  **Caltrans – Planning**
HQ LD-IGR
Terri Pencovic
-  **California Highway Patrol**
Suzann Ikeuchi
Office of Special Projects










Dept. of Transportation

-  Caltrans, District 1
Rex Jackman
-  Caltrans, District 2
Marcelino Gonzalez
-  Caltrans, District 3
Eric Federicks – South
Susan Zanchi - North
-  Caltrans, District 4
Erik Alm
-  Caltrans, District 5
Larry Newland
-  Caltrans, District 6
Michael Navarro
-  Caltrans, District 7
Dianna Watson

-  **Caltrans, District 8**
Mark Roberts
-  **Caltrans, District 9**
Gayle Rosander
-  **Caltrans, District 10**
Tom Dumas
-  **Caltrans, District 11**
Jacob Armstrong
-  **Caltrans, District 12**
Maureen El Harake













Cal EPA

Air Resources Board

-  All Other Projects
Cathi Slaminski
 -  Transportation Projects
Nesamani Kalandiyur
 -  Industrial/Energy Projects
Mike Tollstrup
-  **State Water Resources Control Board**
Regional Programs Unit
Division of Financial Assistance
-  **State Water Resources Control Board**
Jeffery Werth
Division of Drinking Water
-  **State Water Resources Control Board**
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
-  **State Water Resources Control Board**
Phil Crader
Division of Water Rights
-  **Dept. of Toxic Substances Control**
CEQA Tracking Center
-  **Department of Pesticide Regulation**
CEQA Coordinator

SCH# 2015021045

Regional Water Quality Control
Board (RWQCB)

-  **RWQCB 1**
Cathleen Hudson
North Coast Region (1)
-  **RWQCB 2**
Environmental Document
Coordinator
San Francisco Bay Region (2)
-  **RWQCB 3**
Central Coast Region (3)
-  **RWQCB 4**
Teresa Rodgers
Los Angeles Region (4)
-  **RWQCB 5S**
Central Valley Region (5)
-  **RWQCB 5F**
Central Valley Region (5)
Fresno Branch Office
-  **RWQCB 5R**
Central Valley Region (5)
Redding Branch Office
-  **RWQCB 6**
Lahontan Region (6)
-  **RWQCB 6V**
Lahontan Region (6)
Victorville Branch Office
-  **RWQCB 7**
Colorado River Basin Region (7)
-  **RWQCB 8**
Santa Ana Region (8)
-  **RWQCB 9**
San Diego Region (9)

Other _____

Conservancy _____



Notice of Preparation of a Subsequent EIR

County of Ventura • Resource Management Agency • Planning Division

800 S. Victoria Avenue, Ventura, CA 93009-1740 • (805) 654-2478 • ventura.org/rma/planning

The County of Ventura, Resource Management Agency, Planning Division currently is processing an application for a modification to an existing oil and gas exploration and production operation Conditional Use Permit as described below. A Final Environmental Impact Report (FEIR) was certified by the Ventura County Planning Commission on November 17, 1983. The Planning Division has determined that a Subsequent Environmental Impact Report (SEIR) to the 1983 FEIR is required pursuant to § 15162 of the CEQA Guidelines. The purpose of this notice is to call your attention to this project, and to request that you assist the Planning Division to identify any issues that should be addressed in the SEIR. Information on the proposed project and instructions on how to provide commentary on the scope of the SEIR are set forth below.

Project Name/Number: Mirada Petroleum Oil and Gas Project Case No. PL13-0158

Project Location: The 19.83 acre project property is located in a mountainous region of Santa Paula about two miles west of the St. Thomas Aquinas College, 2,000-foot north of Highway 150 and adjacent to Koenigstein Road. The existing oil and gas production facility lease area is located about 2,800 feet north of Highway 150 and 455 feet northwest of Koenigstein Road.

The Tax Assessor's Parcel Number (APN) for the parcel that constitutes the project site is 040-0-220-165.

Project Description: The applicant requests that a modification of Conditional Use Permit (CUP) 3543 be granted to authorize the continued operation and maintenance of an existing oil and gas exploration and production operation (Agnew lease area) for an additional 25-year period. The requested permit would authorize the following:

- a. The drilling of three new wells on the existing Agnew lease well pad. One new well is proposed to be drilled within five years of the effective date of the CUP. The other two wells are proposed to be drilled within 10 years of the effective date of the CUP. Drilling operations for each well would occur on a 24-hour, 7-day per week basis for up to several weeks.
- b. The re-drilling of one existing well located on the existing Agnew lease well pad. Drilling operations for this well would occur on a 24-hour, 7-day per week basis for up to several weeks.
- c. A change in the authorized access to the existing oil and gas facility during drilling and production operations. The current CUP authorizes access to the facility during drilling and production operations from a private road connected to Highway 150 at a point southwest of the site. This private roadway was destroyed by flooding in 1995. Since that time, Koenigstein Road has been used to service this oil production facility as there is no other access. The requested permit would

authorize the use of Koengistein Road by large trucks, including tanker trucks, as part of the access from Highway 150 to the project site during drilling and production operations. A private driveway connected to Koenigstein Road would provide direct access to the drilling site.

Production operations will include trucking of produced oil and brine from the site to offsite oil refining and wastewater disposal facilities. The current CUP authorizes up to 12 tanker truck loads (24 one-way trips) of produced fluid to be exported from the site per week. It is proposed that this number be reduced to 8 tanker truck loads (16 one-way trips) per week. All tanker truck operations would occur Monday through Saturday, between 7:30 am and 6:30 pm. For purposes of the requested permit, the term "tanker truck" refers to any vehicle that is hauling produced fluids from the site.

Although the current permit does not limit the number of vehicle trips associated with maintenance and operation of production facilities, it is proposed to limit such traffic to 14 maintenance visits to the project site per week (i.e. 28 one-way trips). A standard pickup truck would be utilized to assist with the maintenance of the equipment associated with the oil and gas operation.

The proposed project does not include any removal of vegetation or substantial new grading. All proposed wells will be drilled on the existing Agnew lease pad.

The existing equipment on the project site is shown on Exhibit 3 and includes the following:

- Three wells (Agnew 1, Agnew 2 and Agnew 3);
- One, 16-foot high water tank;
- Two, 7,000 gallon waste water tanks;
- Two, 13,000 gallon tanks (one was tank & one oil tank);
- One barrel tank (out of service), and;
- Three vertical tanks ranging from 10-feet in height to 18-feet in height.

The applicant does not request authorization to conduct "well stimulation treatments" such as hydraulic fracturing or acid well stimulation techniques, as defined in Public Resources Code section 3157, as part of the permit request. Thus, the use of any such well stimulation treatment as part of the proposed project, if approved, would require a subsequent discretionary modification of the CUP, additional environmental review under CEQA, and a public hearing.

Environmental Issues to be Addressed in the SEIR: The SEIR will address the potential environmental impacts associated with the proposed modifications to the existing project, and whether the project will have any new or different impacts than were addressed in the 1983 FEIR. Specific areas of analysis will include: aesthetics, archeological resources, agricultural resources, air quality, biological resources, cultural resources, fire protection, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise,

population and housing, public services, recreation, traffic and circulation, utilities and service systems and visual resources.

Public Input: The purpose of this notice is to call your attention to this project and to request that you assist the Planning Division identify any issues that should be addressed in the SEIR. Comments on the scope of analysis of the SEIR must be submitted in writing no later than 30 days after receipt of this Notice of Preparation. Please send your comments to:

Ventura County Resource Management Agency, Planning Division
Attn.: Kristina Boero, Associate Planner, Commercial and Industrial Permit Section
800 South Victoria Avenue, L#1740
Ventura, CA 93009

Alternatively, you may email your comments to Ms. Boero at kristina.boero@ventura.org or fax them to (805) 654-2509.

Scoping Meeting: The Planning Division will be conducting a scoping meeting for the SEIR on March 10, 2015 at 2:00 pm. The scoping meeting will be located at the County Government Center, Hall of Administration, Santa Cruz Conference Room, 800 S. Victoria Ave. Ventura, CA 93009.

PROOF OF PUBLICATION (SECTION 2015.5 CCP)

STATE OF CALIFORNIA
COUNTY OF VENTURA

I am a citizen of the United States and a resident of the aforesaid County; I am over the age of eighteen, and not interested in the above entitled matter. I am now, and at all times embraced in the publication herein mentioned, was a principal clerk of the printers and publishers of THE OJAI VALLEY NEWS, a newspaper of general circulation, printed and published Wednesday and Friday at Ojai in the above named County and State; that the Legal Advertisement

Legal Notice

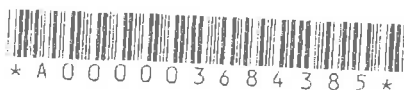
of which the annexed clipping is a true printed copy, was published in the above-named newspaper, and not in any supplement thereof, on the following dates, to-wit:

February 20, 2015

that said newspaper was duly and regularly ascertained and established newspaper of general circulation by Decree entered in the Superior Court of the County of Ventura, State of California, on February 14, 1958, under the provision of Chapter 1, Division 7, Title 1 of the California Code of the State of California. I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Jodie Miller
Ojai Valley News

Dated this *20th* Day of *February*
2015 Ojai Valley News, Ventura County, California



The County of Ventura, Resource Management Agency, Planning Division currently is processing an application for a modification to an existing oil and gas exploration and production operation Conditional Use Permit as described below. A Final Environmental Impact Report (FEIR) was certified by the Ventura County Planning Commission on November 17, 1983. The Planning Division has determined that a Subsequent Environmental Impact Report (SEIR) to the 1983 FEIR is required pursuant to § 15162 of the CEQA Guidelines. The purpose of this notice is to call your attention to this project, and to request that you assist the Planning Division to identify any issues that should be addressed in the SEIR. Information on the proposed project and instructions on how to provide commentary on the scope of the SEIR are set forth below.

Project Name/Number: Mirada Petroleum Oil and Gas Project Case No. PL13-0158

Project Location: The 19.83 acre project property is located in a mountainous region of Santa Paula about two miles west of the St. Thomas Aquinas College. 2,000-foot north of Highway 150 and adjacent to Koenigstein Road. The existing oil and gas production facility lease area is located about 2,800 feet north of Highway 150 and 455 feet northwest of Koenigstein Road.

The Tax Assessor's Parcel Number (APN) for the parcel that constitutes the project site is 040-0-220-165.

Project Description: The applicant requests that a modification of Conditional Use Permit (CUP) 3543 be granted to authorize the continued operation and maintenance of an existing oil and gas exploration and production operation (Agnew lease area) for an additional 25-year period. The requested permit would authorize the following:

a. The drilling of three new wells on the existing

Agnew lease well pad. One new well is proposed to be drilled within five years of the effective date of the CUP. The other two wells are proposed to be drilled within 10 years of the effective date of the CUP. Drilling operations for each well would occur on a 24-hour, 7-day per week basis for up to several weeks.

b. The re-drilling of one existing well located on the existing Agnew lease well pad. Drilling operations for this well would occur on a 24-hour, 7-day per week basis for up to several weeks.

c. A change in the authorized access to the existing oil and gas facility during drilling and production operations. The current CUP authorizes access to the facility during drilling and production operations from a private road connected to Highway 150 at a point southwest of the site. This private

roadway was destroyed by flooding in 1995. Since that time, Koenigstein Road has been used to service this oil production facility as there is no other access. The requested permit would authorize the use of Koenigstein Road by large trucks, including tanker trucks, as part of the access from Highway 150 to the project site during drilling and production operations.

A private driveway connected to Koenigstein Road would provide direct access to the drilling site. Production operations will include trucking of produced oil and brine from the site to offsite oil refining and wastewater disposal facilities. The current CUP authorizes up to 12 tanker truck loads (24 one-way trips) of produced fluid to be exported from the site per week. It is proposed that this number be reduced to 8 tanker truck loads (16 one-way trips) per week. All tanker truck operations would occur Monday through Saturday, between 7:30 am and 6:30 pm. For purposes of the requested permit, the term "tanker truck" refers to any vehicle that is hauling produced fluids from the site.

Although the current permit does not limit the number of vehicle trips associated with maintenance and operation of production facilities, it is proposed to limit such traffic to 14 maintenance visits to the project site per week (i.e. 28 one-way trips). A standard pickup truck would be utilized to assist with the maintenance of the equipment associated with the oil and gas operation.

The proposed project does not include any removal of vegetation or substantial new grading. All proposed wells will be drilled on the existing Agnew lease pad.

The existing equipment on the project site is shown on Exhibit 3 and includes the following:

- Three wells (Agnew 1, Agnew 2 and Agnew 3);
- One, 16-foot high water tank;
- Two, 7,000 gallon waste water tanks;
- Two 3,000 gallon tanks (one was tank & one oil tank);
- One barrel tank (out of service), and;
- Three vertical tanks ranging from 10-feet in height to 18-feet in height.

The applicant does not request authorization to conduct "well stimulation treatments" such as hydraulic fracturing or acid well stimulation techniques, as defined in Public Resources Code section 3157, as part of the permit request. Thus, the use of any such well stimulation treatment as part of the proposed project, if approved, would require a subsequent discretionary modification of the CUP, additional environmental review under CEQA, and a public hearing.

Environmental Issues to be Addressed in the SEIR: The SEIR will address the potential environmental impacts associated with the proposed modifications to the existing project, and whether the project will

impacts than were addressed in the 1983 FEIR. Specific areas of analysis will include: aesthetics, archeological resources, agricultural resources, air quality, biological resources, cultural resources, fire protection, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, traffic and circulation, utilities and service systems and visual resources.

Public Input: The purpose of this notice is to call your attention to this project and to request that you assist the Planning Division identify any issues that should be addressed in the SEIR. Comments on the scope of analysis of the SEIR must be submitted in writing no later than 30 days after receipt of this Notice of Preparation. Please send your comments to:

Ventura County Resource Management Agency, Planning Division
Attn.: Kristina Boero, Associate Planner, Commercial and Industrial Permit Section
800 South Victoria Avenue, L#1740

Ventura, CA 93009
Alternatively, you may email your comments to Ms. Boero at kristina.boero@ventura.org or fax them to (805) 654-2509.

Scoping Meeting: The Planning Division will be conducting a scoping meeting for the SEIR on March 10, 2015 at 2:00 pm. The scoping meeting will be located at the County Government Center, Hall of Administration, Santa Cruz Conference Room, 800 S. Victoria Ave. Ventura, CA 93009.

2/20/15
CNS-2718860#
OJAI VALLEY NEWS

The County of Ventura, Resource Management Agency, Planning Division currently is processing an application for a modification to an existing oil and gas exploration and production operation Conditional Use Permit as described below. A Final Environmental Impact Report (FEIR) was certified by the Ventura County Planning Commission on November 17, 1983. The Planning Division has determined that a Subsequent Environmental Impact Report (SEIR) to the 1983 FEIR is required pursuant to § 15162 of the CEQA Guidelines. The purpose of this notice is to call your attention to this project, and to request that you assist the Planning Division to identify any issues that should be addressed in the SEIR. Information on the proposed project and instructions on how to provide commentary on the scope of the SEIR are set forth below.

Project Name/Number: Mirada Petroleum Oil and Gas Project Case No. PL13-0158

Project Location: The 19.83 acre project property is located in a mountainous region of Santa Paula about two miles west of the St. Thomas Aquinas College, 2,000-feet north of Highway 150 and adjacent to Koenigstein Road. The existing oil and gas production facility lease area is located about 2,800 feet north of Highway 150 and 455 feet northwest of Koenigstein Road.

The Tax Assessor's Parcel Number (APN) for the parcel that constitutes the project site is 040-0-220-165.

Project Description: The applicant requests that a modification of Conditional Use Permit (CUP) 3543 be granted to authorize the continued operation and maintenance of an existing

oil and gas exploration and production operation (Agnew lease area) for an additional 25-year period. The requested permit would authorize the following:

a. The drilling of three new wells on the existing Agnew lease well pad. One new well is proposed to be drilled within five years of the effective date of the CUP. The other two wells are proposed to be drilled within 10 years of the effective date of the CUP. Drilling operations for each well would occur on a 24-hour, 7-day per week basis for up to several weeks.

b. The re-drilling of one existing well located on the existing Agnew lease well pad. Drilling operations for this well would occur on a 24-hour, 7-day per week basis for up to several weeks.

c. A change in the authorized access to the existing oil and gas facility during drilling and production operations. The current CUP authorizes access to the facility during drilling and production operations from a private road connected to Highway 150 at a point southwest of the site. This private roadway was destroyed by flooding in 1995. Since that time, Koenigstein Road has been used to service this oil production facility as there is no other access. The requested permit would authorize the use of Koenigstein Road by large trucks, including tanker trucks, as part of the access from Highway 150 to the project site during drilling and production operations. A private driveway connected to Koenigstein Road would provide direct access to the drilling site.

Production operations will include trucking of produced oil and brine from the site to offsite oil refining and wastewater disposal facilities. The current CUP authorizes up to 12 tanker truck loads (24 one-way trips) of produced fluid to be

exported from the site per week. It is proposed that this number be reduced to 8 tanker truck loads (16 one-way trips) per week. All tanker truck operations would occur Monday through Saturday, between 7:30 am and 6:30 pm. For purposes of the requested permit, the term "tanker truck" refers to any vehicle that is hauling produced fluids from the site.

Although the current permit does not limit the number of vehicle trips associated with maintenance and operation of production facilities, it is proposed to limit such traffic to 14 maintenance visits to the project site per week (i.e. 28 one-way trips). A standard pickup truck would be utilized to assist with the maintenance of the equipment associated with the oil and gas operation.

The proposed project does not include any removal of vegetation or substantial new grading. All proposed wells will be drilled on the existing Agnew lease pad.

The existing equipment on the project site is shown on Exhibit 3 and includes the following:

- Three wells (Agnew 1, Agnew 2 and Agnew 3);
- One, 16-foot high water tank;
- Two, 7,000 gallon waste water tanks;
- Two, 13,000 gallon tanks (one was tank & one oil tank);
- One barrel tank (out of service), and;
- Three vertical tanks ranging from 10-feet in height to 18-feet in height.

The applicant does not request authorization to conduct "well stimulation treatments" such as hydraulic fracturing or acid well stimulation techniques, as defined in Public Resources Code section 3157, as part of the permit request. Thus, the use of any such well

stimulation treatment as part of the proposed project, if approved, would require a subsequent discretionary modification of the CUP, additional environmental review under CEQA, and a public hearing.

Environmental Issues to be Addressed in the SEIR: The SEIR will address the potential environmental impacts associated with the proposed modifications to the existing project, and whether the project will have any new or different impacts than were addressed in the 1983 FEIR. Specific areas of analysis will include: aesthetics, archeological resources, agricultural resources, air quality, biological resources, cultural resources, fire protection, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, traffic and circulation, utilities and service systems and visual resources.

Public Input: The purpose of this notice is to call your attention to this project and to request that you assist the Planning Division identify any issues that should be addressed in the SEIR. Comments on the scope of analysis of the SEIR must be submitted in writing no later than 30 days after receipt of this Notice of Preparation. Please send your comments to:

Ventura County Resource Management Agency,
Planning Division
Attn.: Kristina Boero,
Associate Planner,
Commercial and
Industrial Permit Section
800 South Victoria
Avenue, L#1740
Ventura, CA 93009

Alternatively, you may email your comments to

Ms. Boero at kristina.boero@ventura.org or fax them to (805) 654-2509.

Scoping Meeting: The Planning Division will be conducting a scoping meeting for the SEIR on March 10, 2015 at 2:00 pm. The scoping meeting will be located at the County Government Center, Hall of Administration, Santa Cruz Conference Room, 800 S. Victoria Ave. Ventura, CA 93009.
2/19/15
CNS-2718861#
VENTURA COUNTY
STAR

Boero, Kristina

From: Les Toth <lestoth@earthlink.net>
Sent: Sunday, March 08, 2015 9:31 AM
To: Boero, Kristina
Subject: Mirada Petroleum PL 13-0158
Attachments: Case PL 13-0158 3.4.15.pdf

COMMENT A

Dear Ms. Boero,

As you requested in your NOP attached is my list of concerns regarding the proposed project.

My number one issue with the project is the applicants request to use Koenigstein Road. I strongly object to the applicant using Koenigstein Road. The applicant already has access rights to the project site and the applicant should be required to repair the existing access road and bridge. A.1

My second biggest issue is noise during drilling. Compliance with county noise ordinance can easily be attained. Applicant should be required to comply. A.2

Please include me in any future correspondence regarding this or any other project that impacts Koenigstein Road.

Sincerely,

Les Toth
lestoth@earthlink.net

COMMENT A

Mirada Petroleum Oil & Gas Project

March 4, 2015

Case No. PL 13-0158

Attn: Kristina Boero

Dear Ms. Boero,

My name is Les Toth and my wife and I own land on Koenigstein Road where we plan to build our retirement home. As you requested in your NOP I will list below the issues that are of concern and should be addressed in the SEIR and properly mitigated by the applicant.

(1) CEQA requires an EIR to describe a reasonable range of Alternatives to a Project and to the location of the project which could feasibly attain the project objectives. CEQA also requires the evaluation of the comparative merits of the Alternatives. The Alternatives considered for this project should include those associated with (a) drilling location, (b) use of alternative access road, (c) use of electric drill rigs to reduce noise and (d) installing pipeline instead of trucking. Please prepare a detailed comprehensive analysis that shows the feasibility and potential significant impacts of each of the Alternatives.

A.3

(a) On underground oil reservoir is usually quite large and could be accessed from many locations. Latest technologies allow directional drilling to access a reservoir from great distances. Please have the applicant describe the location and depth of the reservoir and location of parcels of land that the applicant has or could obtain land rights for drilling. Please analyze each of the alternative Project locations identified.

A.4

(b) The NOP alludes to an existing access road that the applicant already has a right to use to access the proposed Project location. Please prepare a comprehensive analysis that shows that the use of Koenigstein Road would have less significant impact than repairing the existing access road.

A.5

(c) Noise is a major concern and electric drill rigs are available and could be used for the drilling and redrilling of wells. SCE will provide the additional power, if required. Please prepare a comprehensive analysis that shows that the use of diesel engine driven generator to power a drill rig would have less significant impact than using an electric drill rig.

A.4

(d) Oil pipeline exists on Highway 150. Please prepare a comprehensive analysis that shows that the use of large diesel trucks for shipping oil would have less significant impact than shipping by pipeline.

A.7

(2) As stated above, noise is a major concern. Please prepare a comprehensive noise impact study that records existing ambient noise levels at three nearest sensitive receptors approved by the county. The noise study duration should be minimum continuous 24 hour period in a typical weekday and a typical weekend day. To mitigate noise, electric drill rig should be used, the drilling equipment and drill rig mast should be enclosed in sound proofing enclosure and a temporary 30 foot tall sound blanket should be installed around the drill site. With these mitigation measures the noise consultant should calculate anticipated noise levels at the sensitive receptors. The report should contain predicted noise contour maps. The raw ambient noise recorded data and noise level calculations should be available for review by the public. In addition, during drilling and redrilling the applicant should be required to install sound measuring equipment that can be used to verify compliance with county noise ordinances. Trucks should also be required to comply with noise ordinance and no Jake brake use should be allowed.

A.8

(3) Traffic is another major concern. At the Koenigstain Road bridge, east and west visibility on to Hwy 150 is very limited. Motorcycles and other vehicles frequently travel at or even greater than 55 mph. To avoid collision, the driver of an approaching vehicle would have to acknowledge the truck trying to enter Koenigstein Road and come to a full stop all within 3.5 seconds. The applicant should be required to analyze this safety concern and provide mitigation measures.

A.9

Transporting a drill rig to the drill site would require more than 20 FHWA Class 8 and Class 9 large trucks including some Cozad's over three to four day period. The applicant should provide drawings showing turning radius verifying that these large trucks could timely and safely enter and exit Koenigstein Bridge from Hwy 150. In addition, during drilling an additional 15 to 20 FHWA Class 7, 8 and 9 trucks would have to deliver casings, pipe, mud and other items. The applicant should be required to list all trucks and vehicles contemplated during drilling and operations and provide mitigation measures to reduce safety, noise and environmental concerns.

A.9

The size of tanker trucks used to truck the liquids from the facility should be minimized. Instead of using FHWA Class 8 or 9 trucks, the applicant should be limited to the use of Class 7 trucks and not more than one per weekday and none on weekends.

The NOP states that the applicant has up to ten years to drill up to three wells, however there should be a limit of drilling no more than one well per calendar year. The delivery of well workover rigs or finishing rigs should also be limited to no more than one per year and workover and well finishing operations should be limited to daytime weekdays only. Koenigstein Road serves many residents and children often play on the road. Safety is a major concern and the applicant should thoroughly investigate the alternative of repairing and the long term use of applicants existing permitted ingress.

A.10

- (4) Spills and groundwater contamination is a major concern. The applicant should be required to perform hydrology study and address and mitigate the possibility of groundwater contamination due to spills or ruptured tanks. Stormwater detention should be addressed and stormwater runoff mitigated.

A.11

- (5) One of the byproducts of oil recovery project is the production of naturally occurring gas. Gas should not be allowed to be stored on the project site and the applicant should be required to install permanent process ground flare that complies with Ventura County APCD BACT

A.12

requirements. Prior to any construction or drilling activities, the applicant should be required to obtain a PTC from the Air District.

A. 12

Ventura County Staff should read the EIR that was recently prepared for the Hermosa Beach oil recovery project and require the applicant to implement many of the same mitigation measures as the Hermosa Beach applicant. Although that project has gas conditioning and larger volumes of production, many of the same or similar mitigation measures would also be prudent to impose on Mirada Petroleum.

Trucking on Koenigstein Road should not be allowed.

Sincerely,



Les Toth
lestoth@earthlink.net

Boero, Kristina

From: Rita G Ashton <ashton7482@gmail.com>
Sent: Sunday, March 08, 2015 8:56 PM
To: Boero, Kristina
Subject: Miranda Petroleum Oil & Gas Project, Case #PL 13-0158

Dear Ms. Boero,

COMMENT B

My name is Rita Ashton, my husband John and I live on Koenigstein Road. We are fairly new to the area, and chose it for the serenity and beauty of the area. We would like to address our concerns with this project.

1. Spills and groundwater contamination is a major concern.

B. 1

2. The gas that will occur as one of the byproducts of drilling for oil. | B.2

3. Traffic and safety of all of us who live on Koenigstein. We do not want what big rigs and all that comes with it traveling up and down our quiet residential road. | B.3

4. Noise | B.4

We appreciate the County listening to the serious concerns of all of us on Koenigstein Road.

Sincerely,
Rita & John Ashton

ashton7482@gmail.com

12179 Koenigstein Road
Santa Paula, CA 93060
March 9, 2015

COMMENT C

Kristina Boero, Associate Planner, Commercial and Industrial Permit Section
Ventura County Resource Management Agency, Planning Division
800 South Victoria Avenue, L#1740
Ventura, CA 93009

RE. PL 13-0158 / CUP 3543 SEIR NOP/ Mirada Petroleum Oil and Gas Project

Dear Ms. Boero,

As a property owner on Koenigstein Road, I am particularly concerned with the proposed Modification to CUP3543 by Mirada Petroleum. There appears to be a history of irregular and/or questionable procedures on the part of the applicant and the County regarding this CUP, its previous modifications, and the subsequent practices of the oil company at this site. I would urge that the County take very seriously its responsibilities and obligations to their non-oil industry residents and tax payers.

I am concerned with each and every potential environmental impact of the proposed activity that the Planning Department says the SEIR will examine, as well as the precedents that this Modification might establish. My concerns have to do with the quality of life of all Upper Ojai residents, and those on Koenigstein Road in particular.

For the purposes of this letter, I will focus on just three. They are:

1. Air Quality: Earthworks is the Washington based nonprofit organization dedicated to protecting communities and the environment from the adverse impacts of mineral and energy development while promoting sustainable solutions. In January of this year, they released a 56-page report, "Californians At Risk: An Analysis of Health Threats from Oil and Gas Pollution in Two Communities," examined air quality around oil wells in Lost Hills in Kern County and Upper Ojai in Ventura County. They based the assessment on infrared camera imaging and air samples collected near production facilities, as well as data from health surveys. The findings were that residents in both communities are being exposed to contaminants, and that long-term exposure could pose serious health risks.

C.1

It gives me pause that independent analysis already suggests that oil and gas activity is having a deleterious effect on the health and safety of local residents. What will the cumulative impact of further development be?

2. Noise: Previous efforts to gain a CUP for development of the Agnew Lease inspired an energetic effort and finally a successful lawsuit to address the noise issues that drilling, production and maintenance of wells present. Residents' sensitivity to noise should not be minimized.

C.2

3. Traffic: There are serious, long-standing concerns about the intersection of Koenigstein Road and Rte 150. In the 1980's an alternative access to the Agnew Lease was mandated because of complaints regarding said intersection. The County Transportation Department has now stated in a December 2014 memo that because of the low amount of traffic on Koenigstein Road there is not a problem approving the request to allow its use. In fact, since the 1980's the County has approved the subdivision of a 170-acre ranch into 7 additional residential parcels. Those parcels, along with pre-existing lots have been or are slated to be developed increasing further the amount of daily local residential traffic. And I can only say, from navigating the intersection myself on a daily basis, through-traffic on the 150 is only increasing and speeding up. If this was a serious enough problem to mandate an alternative route in the 80's, how can it be less of one now?

C. 3

Approval of tanker truck access on Koenigstein to the Agnew lease also will open the way for Koenigstein to be used for additional oil development further into the foothills and present a very real impact to the serenity the residents sought, bought, pay taxes on and enjoy. So perhaps the bigger issue is that pipelines already exist to carry oil and brine from existing wells. If further development is undertaken, pipelines should be utilized in order to minimize the impact on the local residential and agricultural communities.

Finally, there is no doubt that balancing the needs of rural residential and industrial constituencies is not an easy task. The County derives benefits from both and must endeavor to respect and safeguard the interests of the residents as well as industrial taxpayers.

Sincerely,

Lorraine Brown

12179 Koenigstein Road
Santa Paula, CA 93060
March 9, 2015

COMMENT D

Kristina Boero, Associate Planner, Commercial and Industrial Permit Section
Ventura County Resource Management Agency, Planning Division
800 South Victoria Avenue, L#1740
Ventura, CA 93009

RE. PL 13-0158 / CUP 3543 SEIR NOP/ Mirada Petroleum Oil and Gas Project

Dear Ms. Boero,

My wife, Lorrie Brown, and I own three of the parcels created by Trexon Development out of the old 170-acre ranch on Koenigstein Road. We purchased this land with the understanding that CUP-3543 Modification 4, dated 11/17/1983 prohibiting oil traffic on Koenigstein Road and confirmed in CUP-3543 Modification 5, dated 03/31/1987 insured that our investment would not be threatened by the presence of industrial traffic adjacent to our homes.

We are aware that Mirada Petroleum currently uses Koenigstein Road to service their wells on and truck their oil from their Agnew lease in contravention of this condition.

My understanding is that their one-time, temporary exemption from this Condition, following the washout of their access in 1993 over property owned by Ojai Oil Company was never renewed.

Having consistently contravened a key condition of their CUP for close to twenty years, no further amendment to this document should be considered. The oil company may claim that, "No one has ever complained" about their use of the road – but I have reported their use of work-over equipment trucks to the office of Brian Baca and received assurances that this had been duly noted. No suggestion was made that I file a formal complaint on the relevant form leading me to the conclusion that the County, at least in this case, effectively discourages formal complaints.

The value of our properties is at least partly due to their rural seclusion. We value the quiet, the wildlife, and the scent of the chaparral which surrounds us. We also accept the reality that oil development has long been a part of Upper Ojai's history. I believe we can comfortably co-exist with oil activity provided the companies use the available network of oil pipelines, observe residential noise restrictions, and under no circumstances use Koenigstein Road as a conduit for trucking oil from the Agnew and other leases further into the foothills above Koenigstein.

I appreciate your consideration of these issues.

Sincerely,

D. 1

John Davis

COMMENT E

(1)

3-10-15

Dear Ms Boreo John Brooks CFROG Citizens For Responsible Oil & Gas

Thank you for the opportunity to help shape the supplemental EIR for PL13-0158.

The history of this proposed drilling goes back quite a few years and should conform to the many previous decisions made concerning aesthetics, archeological resources, agricultural resources, air quality, biological resources, cultural resources, fire protection, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise and traffic.

There should be no attempt to gloss over or change the restrictions to resume the use of Koenigstein Road by large vehicles.

Previous planning commissions and Boards of Supervisors have ruled repeatedly that there are significant traffic impacts implicit in that intersection with Highway 150.

Visibility and the turning radii have not changed over the years and the volume and speed of traffic on the highway has increased. In conversation with Commercial and Industrial Section Manager Brian Baca he once said about that blind intersection, "It looks good to me." I hope a scientific study would be undertaken, but why are you

E.1

E.2

MAR 19 1 50 PM 2015

(2)

3-10-15

attempting to rewrite history?

The inability of tankers to make turns without blocking lanes is an established fact and the inability of oncoming traffic to stop in time is obvious.

E.2

The applicant could rebuild the private access road and avoid creating additional hazards. Please see the 1983 CUP and the 1987 modifications.

Also the oil same company earlier promised to abandon other wells that were being serviced in violation of another CUP on Koenigstein Road. Pursuant to (CUP) NO. LU11-0041 the Ventura County planning commission required Mirada to idle and abandon all wells on the Nesbitt Lease in the upper Ojai Valley and stop using Koenigstein Road that large trucks had been dangerously traversing for 17 years in violation of its earlier permit.

E.3

There must be a comprehensive noise analysis to determine if new drilling is compatible with this quiet rural area.

E.4

Electric drilling must be considered as an option, soundproofing, the noise from trucks and tankers, all must be considered.

3-10-15

③

In so far as green house gas emissions are concerned , the next analysis should avoid the estimate from the Miranda Mitigated Negative Declaration on (CUP) NO. LU11-0041 which arrived at around 1 ton/year reactive organic gas (ROG) emission.,

There must be documentation , with assumptions clearly identified, and data, and a scientifically supportable analysis provided, rather than the unsubstantiated and unrealistic estimate from that MND.

E.5

Any supplemental EIR must avoid outdated CO2 GWP (global warming potential) value of 21 used in the MND to equate the annual estimated methane emissions to CO2 equivalents. Rounding, we get $21 \times 9 \text{ tons/year} = \text{approx. } 200 \text{ tons CO}_2$ equivalent. The factor of 21 used by Ventura County comes from an older IPCC assessment; while the current estimate for the impact of methane over a 100 year period is 25.

According to the IPCC, because of methane's relative short life, the 20 year impact factor for methane is over 75 times that of CO2 and should be used in future analyses.

3-10-15

(4)

This proposed project must conform to more modern estimates of GHG impacts. To consider the full project impact we need to see the GHG emissions from a.) the construction activity to drill the wells, b.) vehicle activity to service and supply the project, c.) emissions from compressors, generators and flares at the location, d.) GHG emissions from refining, processing and delivering the produced oil, e.) emissions from combustion of the produced fuels, f.) emissions from decommissioning of the project, and g.) potential leaks and GHG venting following decommissioning. There should be a full life cycle analysis of the incremental GHG impacts. Although this application states hydraulic fracturing is not immediately intended, recent disclosures of high levels of carcinogenic chemicals such as benzene in flowback fluids indicate the need for analysis and conditions by the lead agency prior to approval of any CUP. You should condition the permits to require capture, removal and/or treatment of those fluids before being allowed anywhere near, passing through, or below our aquifers. Proper fracking can use portable tanks that capture the waste water and treat it prior to injection into aquifers.

E.5

E.6

Boero, Kristina

From: Boero, Kristina
Sent: Monday, March 09, 2015 11:43 AM
To: Carol Holly
Subject: RE: Scoping meeting for PL13-0158

COMMENT F

Ms. Holly,

As noted in the Notice of Preparation that was sent to you, the purpose of the scoping meeting is to assist the Planning Division to identify any issues that should be addressed in the SEIR. Comments on the scope of analysis of the SEIR must be submitted in writing no later than 30 days after receipt of this Notice of Preparation, which is March 19, 2015.

Comments received at the scoping meeting will be included into the scope of the SEIR. An expansion of the scope of the SEIR will also be considered as a result of the scoping meeting.

Kristina Roodsari Boero, M.P.P.A. | Associate Planner Commercial & Industrial Permits Section
kristina.boero@ventura.org

Ventura County Resource Management Agency | Planning Division P. 805.654.2467 | F. 805.654.2509
800 S. Victoria Ave., L #1740 | Ventura, CA 93009-1740 For online permits and property information, visit VC Citizen Access

-----Original Message-----

From: Carol Holly [mailto:carol.holly2@gmail.com]
Sent: Thursday, March 05, 2015 2:41 PM
To: Boero, Kristina
Subject: Scoping meeting for PL13-0158

Hi Ms. Boero,

I have a couple of questions about the scoping hearing. What is its purpose? Will you incorporate public comments received at the hearing into the scope of the EIR? Will you expand the scope if public suggestions request that at the hearing?

If not, must all comments that are to be considered be submitted in writing prior to or on March 12th?

Thanks,

Carol Holly



State of California – Natural Resources Agency

DEPARTMENT OF FISH AND WILDLIFE

South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



March 16, 2015

COMMENT G

Ms. Kristina Boero
Ventura County Resource Management Agency, Planning Division
800 South Victoria Avenue, L#1740
Ventura, CA 93009
Kristina.Boero@ventura.org

Subject: Comments on the Notice of Preparation for the Modification of Conditional Use Permit No. 3543, Draft Environmental Impact Report, SR 150 and Koenigstein Road, Ventura County, SCH 2015021045

Dear Ms. Boero:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the Modification of Conditional Use Permit (CUP) No. 3543, Draft Environmental Impact Report (DEIR). The 19.83 acre project property is located approximately two miles west of St. Thomas Aquinas College, 2,000 feet north of Highway 150, and adjacent to Koenigstein Road. The applicant requests that a modification of CUP No. 3543 be granted to authorize the continued operation and maintenance of an existing oil and gas exploration and production operation for an additional 25-year period. The requested permit would authorize the drilling of three new wells on the existing Agnew lease well pad. One new well is proposed to be drilled within five years and the other two wells are proposed to be drilled within 10 years. Drilling operations for each well would occur on a 24-hour, 7-day per week basis for up to several weeks. The permit would also allow the re-drilling of one existing well located on the Agnew lease. The CUP conditions propose to limit vehicle trips to 14 maintenance visits per week. The proposed project doesn't include the removal of any vegetation or substantial new grading. All proposed wells will be drilled on the existing Agnew lease pad.

The following comments and recommendations have been prepared pursuant to the Department's authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.*, and pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) to assist the Lead Agency in avoiding or minimizing potential project impacts on biological resources.

Conserving California's Wildlife Since 1870

Specific Comments

- 1) Noise impacts: The Department has concerns about the noise levels during drilling and operational activities that could impact local wildlife including nesting birds using native habitat adjacent to the drill site. The Department recommends the lead agency include a mitigation measure that requires noise levels be maintained at or below a level (usually 60 dB or below) during drilling and general operations that will not negatively impact local wildlife including nesting birds. The Department recommends the use of sound walls or other means to reduce sound levels that reach the surrounding native habitat where wildlife may occur. G.1
- 2) Light impacts: The Department is concerned about light impacts to wildlife during drilling and operational activities. The Department recommends the lead agency include a mitigation measure to reduce light impacts to wildlife on adjacent native habitat and at the drilling site. Reducing the amount of light used as the site, working during daylight hours, and re-directing the light down and away from native habitat will help to reduce impacts. G.2
- 3) Micro-trash impacts: The Department is concerned that the project may cause an increase in micro-trash in the area. Micro-trash that is consumed by wildlife can cause mortality. The California condor (*Gymnogyps californianus*), a State and Federally listed endangered bird, occurs in the project area and is known to be attracted to micro-trash. The Department recommends that the lead agency include a mitigation measure that will ensure all micro-trash be picked up daily. The Department recommends that the lead agency follow measures outlined in a letter dated July 18, 2013, from the U.S. Fish and Wildlife Service to the Ventura County Planning Division regarding measures to protect the California condor at oil and gas exploration, development, and production facilities in Ventura County. This letter and attachment includes measures to reduce impacts caused by micro-trash. G.3

General Comments

- 1) Project Description and Alternatives. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:
 - a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas; and, G.4
 - b) A range of feasible alternatives to project component location and design features to ensure that alternatives to the proposed project are fully considered and evaluated. The alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas. G.5
- 2) Biological Direct, Indirect, and Cumulative Impacts. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR: G.6

- a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address project-related changes on drainage patterns and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included; G.7
- b) A discussion regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR; G.8
- c) a cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats. G.9
- 3) Compensatory Mitigation. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. G.10
- 4) Nesting Birds. The Department recommends that measures be taken to avoid project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1st through September 1st (as early as January 1st for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, the Department recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors. G.11

Ms. Kristina Boero
Ventura County Resource Management Agency, Planning Division
March 16, 2015
Page 4 of 4

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Dan Blankenship at (661) 259-3750 or Daniel.Blankenship@wildlife.ca.gov.

Sincerely,

Betty J. Courtney

Betty J. Courtney
Environmental Program Manager I
South Coast Region

cc: Christine Found-Jackson, CDFW, Glendale
Scott Morgan, State Clearinghouse, Sacramento

Subsequent Environmental Impact Report Mirada Petroleum Oil and Gas Project Case No. PL13-0158

Appendix G: Response to Public Comments Regarding Notice of Preparation

A public Scoping Meeting was held on March 10, 2015. The purpose of the meeting was to allow members of the public to assist the Planning Division in identifying any issues that should be addressed in the Subsequent Environmental Impact Report (SEIR). Table No. 1 below includes the verbal comments which were addressed at the March 10, 2015 meeting and the County's response to the comments. Table No. 2 includes the written comments received regarding the Notice of Preparation.

Table No. 1- Verbal Comments from March 10, 2015 Scoping Meeting

Comment No.	Commenter	Comment/Issue Area	County Response
1	Scott Price (applicant)	Drilling time for each new well would be approximately 10 days per well. The drilling time for the re-drilled well would be less than 10 days.	N/A
2	John Ashton	Concerned with the use of Koenigstein Road by Mirada Petroleum Company tanker trucks.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
		Concerned with impacts of drilling on groundwater.	This issue is addressed in Section 4.5 of the SEIR.

3	John Brooks	Concerned with the use of Koenigstein Road by Mirada Petroleum Company tanker trucks.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
		A scientific evaluation of traffic impacts must be conducted to determine safety of Koenigstien Road.	This issue is addressed in Section 4.2 and Appendix C though F of the SEIR.
		A noise analysis of the effects of drilling activities and truck operations on the neighborhood must be conducted.	This issue is addressed in Section 4.6 and Appendix I of the SEIR.
		The Greenhouse Gas analysis used by the County Planning Department is not accurate.	This issue is addressed in Section 4.4 of the SEIR.
		Mirada Petroleum Company (CUP No. LU11-0041) could not use Koenigstein Road for produced fluid transport. There needs to be a cumulative review for all oil leases in the area.	The issue of cumulative impacts is addressed is Section 3.2, 4.2, 4.2.3 and Appendix D of the SEIR.
		There are reported methane leaks at County Fire Station No. 20. Flaring should not be permitted as part of the Mirada CUP.	This issue is addressed in Section 4.1 and 4.3.2 of the SEIR. The situation of the old Fire Station No. 20 is not under review as a part of this SEIR.

4	Carol Holly	Concerned with the use of Koenigstein Road by Mirada Petroleum Company tanker trucks. Flagmen were required as part of the original CUP, but this requirement did not work.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
		The bridge that was washed out should be replaced and utilized for the Mirada oil tanker trucks instead of Koenigstein Road.	This issue is addressed in the Executive Summary, Section 1.2, 2.5, 4.2.2 and 6.4 of the SEIR.
		The task force mentioned in the 1983 EIR with regard to biological preservation of flora and fauna in the area should be enforced.	This issue is addressed in Section 1.1, Table 2 of the SEIR.
		Concerned with the cumulative impacts of drilling.	The issue of cumulative impacts is addressed in Section 3.2, 4.1 and 4.2.3 of the SEIR.
		There have been changes at the site and in the surrounding neighborhood since 1983, such as the addition of a bicycle route along Highway 150. This highway is also a popular motorcycle route.	This issue is addressed in Section 1.3, 4.2 and Appendix C through F of the SEIR.
5	John Davis	County Fire and Traffic studies regarding access for construction of Fire Station No. 20 in the Ojai Valley should be referenced in regard to the Mirada project.	This issue is addressed in Section 3.2 and 4.2 of the SEIR.
6	Tiaraza Taylor	Concerned with impacts of drilling on groundwater.	This issue is addressed in Section 4.5 of the SEIR.
		Concerned about the frequency and timing of oil extraction and production onsite.	This issue is addressed in Section 2.5, 3.0 and 4.2 of the SEIR.
7	Danny Everett	Concerned with the frequency and volume of trucks on Koenigstein Road as a result of this project.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR. This issue is also

			addressed in Section 2.5 and 3.0 of the SEIR.
8	Kit Stoltz	Concerned with the use of Koenigstein Road by Mirada Petroleum Company tanker trucks.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
		Oil traffic on Koenigstein Road should be limited to ¾ ton truck per previous CUP. The traffic on Highway 150 is too fast for an oil tanker truck to travel on the road at a safe speed.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
		Diesel pollution from the Mirada Oil tanker trucks needs to be addressed	This issue is addressed in Section 4.1 of the SEIR.

Table No. 2- Written Comments Received Regarding Notice of Preparation

Comment No.	Commenter	Comment/Issue Area	County Response
A	Les Toth	1): Concerned with the use of Koenigstein Road by Mirada Petroleum Company tanker trucks.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
		2): Concerned with the impacts of noise as a result of the proposed project.	This issue is addressed in Section 4.6 and Appendix I of the SEIR.

		3): Alternatives analysis is required by CEQA for an EIR and should include the following discussion areas: i. Drilling locations, ii. Use of alternative access road, iii. Use of electric drill rigs to reduce noise, iv. Installation of pipeline instead of trucking.	An Alternatives analysis is included in Section 6.0 of the SEIR. The drilling locations are addressed in Section 1.2, 2.0, 2.2, 2.5, 4.3.1 and 4.3.2. Alternative access road use is addressed in Section 1.2, 4.2.1, 4.2.2, and 6.4. Noise impacts are addressed in Section 4.6 and Appendix I of the SEIR. Installation of a pipeline instead of trucking is addressed in Section 6.6.1.
		4): The feasibility for Mirada Petroleum Company to utilize an underground oil reservoir should be included in the SEIR.	This issue is addressed in Section 6.4 of the SEIR.
		5): An analysis of the impact of the use of Mirada Petroleum Company tanker trucks on Koenigstein Road should be included in the SEIR.	The issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
		6). Concerned with the impacts of noise as a result of the proposed project.	This issue is addressed in Section 4.6 and Appendix I of the SEIR.
		7). Concerned with the use of large diesel trucks for shipping oil instead of shipping the oil by pipeline.	This issue is addressed in Section 6.6.1 of the SEIR.
		8). Concerned with the impacts of noise as a result of the proposed project with regard to the impacts on surrounding sensitive receptors.	This issue is addressed in Section 4.6 and Appendix I of the SEIR.

		9): Concerned with the use of Koenigstein Road by Mirada Petroleum Company tanker trucks.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
		10): There should be a limit to drilling, such that no more than one well should be drilled per calendar year. Also the delivery of finishing rigs should be limited to one per calendar year. Well finishing operations should be limited to weekdays during the day.	This issue is addressed in Section 1.0 of the SEIR. The repair of the former access road is addressed in Section 6.4 of the SEIR.
		11): A hydrology study should be prepared that addresses groundwater contamination and spills.	This issue is addressed in Section 4.5 and Appendix H of the SEIR.
		12): Gas should not be stored onsite. The proposed ground flare must comply with all Ventura County Air Pollution Control District permit requirements.	This issue is addressed in Section 4.1 and 4.3.2 of the SEIR.
B	Rita Ashton	1): Concerned about spills and groundwater contamination as a result of the proposed project.	This issue is addressed in Section 4.5 and Appendix H of the SEIR.
		2): Concerned with the gas that will occur as one of the byproducts of drilling for oil.	This issue is addressed in Section 4.1 and 4.4 of the SEIR.
		3): Concerned with the frequency volume of trucks on Koenigstein Road as a result of this project.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
		4): Concerned with the noise that will result from the project.	This issue is discussed in Section 4.6 and Appendix I of the SEIR.
C	Lorrie Brown	1): Concerned with air quality impacts as a result of the proposed project.	This issue is addressed in Section 4.1 of the SEIR.
		2): Concerned with the noise that will result from the project.	This issue is discussed in Section 4.6 and Appendix I of the SEIR.

		3): Concerned with the traffic impacts on Koenigstein Road as a result of the proposed project.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
D	John Davis	1). Concerned with the traffic impacts on Koenigstein Road as a result of the proposed project.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.
E	John Brooks	1): The SEIR should include issue areas that were part of previous made as a part of the CUP in 1983. These areas include aesthetics, geological resources, agricultural resources, air quality, biological resources, cultural, fire protection, geology, soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise and traffic.	The SEIR evaluates the potentially significant impacts found in the 1983 FEIR that could be affected by the proposed changes in the proposed project. The baseline setting for the analysis of environmental impacts presented in this SEIR for all issue areas are the environmental conditions present at the time the NOP was released for public review, February 19, 2015. Thus, the SEIR evaluates the change from the existing operations that would result from implementation of the proposed project. The SEIR also addresses whether the existing operations could have a significant effect based on changed circumstances or new information arising after certification of the 1983 FEIR.
		2): Concerned with the traffic impacts on Koenigstein Road as a result of the proposed project.	This issue is addressed in Section 4.2 and Appendix C through F of the SEIR.

		3): Concerned that Mirada Petroleum Company has not abandoned wells accessed from the upper part of Koenigstein Road.	Mirada Petroleum Company is not in violation of the terms of CUP No. LU11-0041. This issue of abandoned wells does not relate to the scope of analysis in the SEIR.
		4): Concerned with the noise that will result from the project.	This issue is discussed in Section 4.6 and Appendix I of the SEIR.
		5): Concerned with Greenhouse Gas Emissions as a result of the proposed project.	This issue is discussed in Section 4.4 of the SEIR.
		6): Hydraulic fracturing impacts should be addressed in the EIR.	Hydraulic fracturing, acid well stimulation and other "well stimulation treatments", as defined in Public Resources Code section 3157, is specifically excluded from the proposed project. Therefore, the SEIR does not include an analysis of this issue.
F	Carol Holly	The commenter asked questions regarding the procedures for the review of the SEIR.	This comment does not address the scope of analysis in the SEIR. Thus, no response is required.
G	California Fish and Wildlife (CDFW)	1). CDFW is concerned with noise impacts during drilling and impacts of the noise on wildlife.	This issue is addressed in Section 4.6 and Appendix I of the SEIR.
		2). CDFW is concerned with light impacts to wildlife that would occur from drilling activities.	This issue is addressed in Section 2.5, 3.1 and 4.3 of the SEIR.
		3). Concerned that the project would create an increase in micro-trash in the area, which would affect wildlife.	This issue is addressed in Section 4.3.2 of the SEIR.
		4). CDFW requests an analysis of the purpose and need for the proposed project, including information on staging areas and access routes.	This issue is addressed in the Executive Summary, Section 1.2, 2.0, 4.2, and 4.7.

	5). CDFW requests that a range of feasible alternatives to project location and design features to ensure alternatives to the proposed project are fully considered and evaluated.	This issue is addressed in Section 6.0 of the SEIR.
	6). CDFW requests that direct, indirect and cumulative impacts to biological resources should be discussed in the SEIR.	This issue is addressed in Section 4.3 of the SEIR.
	7). CDFW requests that lighting, noise, human activity, exotic species and drainage impacts be discussed in the SEIR.	Lighting impacts are addressed in Section 2.5, 3.1 and 4.3 of the SEIR. Noise impacts are addressed in Section 4.6 of the SEIR. Human activity and Exotic Species impacts are addressed in Section 4.3. Drainage impacts addressed in Section 4.3.2 of the SEIR.
	8). CDFW requests an analysis of on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems and reserve lands.	This issue is addressed in Section 4.3 of the SEIR.
	9). CDFW requests that a cumulative impact analysis be included in the SEIR.	The issue of cumulative impacts is addressed in Section 3.2, Section 4.2, 4.2.3 and Appendix D of the SEIR.
	10). CDFW requests that mitigation measures for adverse project related impacts to sensitive plants, animals and habitats be included in the SEIR.	This issue is addressed in Section 4.3 of the SEIR.
	11). The SEIR should include an analysis of measures that would avoid project impacts to nesting birds.	This issue is addressed in Section 4.3.2 of the SEIR.

Draft
Subsequent Environmental Impact Report
SCH#2015021045

Mirada Oil and Gas Project, PL13-0158

APPENDIX H

Topical Responses to Comment
for the DCOR Oil and Gas Project, PL13-0046

Topical Response to Comment on the MND

Seismic Hazards and Produced Fluid Spills:

Discussion:

The San Cayetano Fault intersects the ground surface approximately 1.5 miles south of the drilling site for the proposed exploratory oil wells. This fault is classified as Active due to evidence of movement during the Holocene period (i.e. less than 11,000 years before present). This major fault trends east-west along the base of the Topatopa Mountains at the northern edge of the Santa Clara River valley. This north-dipping thrust fault forms the northern boundary of the thick accumulation of Pleistocene and Holocene sediments that underlie the valley.

Small magnitude earthquakes occur on or near the San Cayetano Fault. According to Olson (2012), the following earthquakes have been recorded in the vicinity of the project site and community of Piru.

Date	Magnitude (Richter scale)
2-14-1936	3.0
3-23-1938	3.5
2-20-1941	3.6
6-1-1946	4.1
4-20-1959	2.4
1-20-1960	2.5
5-21-1960	2.7
11-29-1987	2.1
2-23-1989	2.1
1-19-1994	2.9
9-13-1994	2.0
8-1-1995	2.8
6-7-2000	2.0
12-27-2008	2.2

Although Active, there is no definitive evidence of substantial movement (a large earthquake) or surface rupture along the San Cayetano Fault within the recent historic past (i.e. within the past 200 years). As reported in Olson (2012) and Dolan (2009), studies of displaced sedimentary rock units exposed in trenches excavated along the fault about 1 mile west of the community of Piru suggest that two major earthquakes occurred along this fault sometime after the year 1660 A.D. (i.e. in the last 450 years).

The hazard represented by the San Cayetano Fault is addressed in State Law (the Alquist-Priolo Act) and in the California Building Code. Proposed structures intended for human occupancy must be set back a minimum of 50 feet from the trace of the fault to avoid possible surface rupture. All above-ground structures must also be constructed in accordance with the Seismic Zone IV Building Code standards to resist ground shaking during an earthquake. Compliance with these standard State requirements is considered adequate to address seismic hazards.

With regard to the proposed project, any above ground structures will be required to meet Building Code standards. The proposed oil wells will be required to meet State construction standards enforced by the Division of Oil and Gas and Geothermal Resources (DOGGR). No evidence has been presented or is available to indicate that these standards are inadequate to protect the environment (including groundwater aquifers) from contamination by fluids produced from oil wells. There is no historic evidence that fault movement or earthquake shaking is a substantial risk of well leakage to the surface or to groundwater aquifers. Fault movement in past historic earthquakes (such as the 1933 Long Beach Earthquake) has resulted in well casings being sheared off below ground. This rare occurrence effectively seals and abandons the subject wells. Thus, DOGGR has no regulatory prohibition on drilling through the plane of an active fault to reach oil-bearing zones below. Many (if not most) of the oil fields in the Ventura and Los Angeles basins have been created by fault movement.

As indicated above, the San Cayetano Fault is estimated to have generated two major earthquakes in the last 450 years (with none in the last 200 years). It is highly speculative that a major earthquake would occur on this fault in the vicinity of the proposed project within the next 5 to 30 years. There is no substantial evidence that such an earthquake event will occur within the timeframe of the proposed project. Should a major quake occur there is no substantial evidence that a significant environmental impact will result from the presence of the proposed oil facilities.

The District 2 (Ventura Basin) office of DOGGR maintains a publically-available list of all produced fluid spills that have occurred in the District since 1994. This list documents 889 spill incidents that range from the loss of a tablespoon of crude oil to major pipeline breaks that involve the spillage of several thousand barrels of crude oil. Leaks of produced water and other fluids are also included in the list. As indicated in the chart below, most of the spills involve a minor amount of petroleum.

Quantity of oil spilled (Barrels)	Number of incidents	% of total
0 - 2	443	49.8
2-10	219	24.6
10-99	202	22.8
100 or greater	25	2.8
Total =	889	100

As indicated above, approximately 75 percent of the oil spills reported for the 20-year period of record spills involved 10 barrels of oil or less. Most of these incidents involve field maintenance issues such as flowline or tank corrosion. Only 25 oil spills in the 20-year period involved more than 100 barrels of crude oil (i.e. more than the equivalent of one oil tanker truck). The largest spills in the 1994-2013 record involve damage during the January 1994 Northridge Earthquake. During the earthquake, six breaks of 10-inch crude oil transmission pipelines occurred. This includes a pipeline break in the Valencia area of Los Angeles County that spilled an estimated 3,500 barrels of crude oil into the Santa Clara River.

The record assembled by DOGGR reflects a low level of oil spillage given the following factors:

- There are more than 30 oil fields in Ventura County
- Over 12,000 oil wells have been drilled in the Ventura Basin
- Over 2,000 wells are currently active
- There are 318 miles of oil transmission pipelines in Ventura County alone.
- There are several hundred miles of production flowlines within the oil fields
- There are hundreds of tanks and processing facilities in the oil fields

The operator of the facility where a spill has occurred is responsible for the clean-up of the spilled fluid under the direction of State agencies including DOGGR, the Regional Water Quality Control Board, and California Department of Fish and Wildlife. This oversight has assured adequate clean-up of affected lands.

The spillage events associated with the 1994 Northridge earthquake do not reflect widespread damage of oil field facilities in Ventura County. The only incident in the DOGGR list cited as "possibly due" to the earthquake that occurred in Ventura County involved a rupture of a tank in the Rincon Tank Farm. A total of 30 barrels of crude oil was spilled in that event.

The addition of the two oil wells and associated facilities included in the proposed project to the existing 2,000 active wells and associated production facilities would not substantially change the existing risk of oil spills in the Ventura Basin. The DCOR project would not involve any change in the risk of a transmission pipeline leak since no such pipeline is included in the proposal.

The issue of a major salt water leak from the Vintage, Ojai #36 well has been raised in public commentary. This well is located in the Ojai Field and was originally drilled in 1911-1914 to a depth of at least 2,408 feet. It was deepened in 1917-1918 to a total depth of 3,407 feet. In a report filed on June 13, 1917 with the California State Mining Bureau, the operator reported:

"Strata of salt water encountered containing heavy gas pressure which made flow of water about every 25 minutes."

In February 2006, the Ojai #36 well began flowing salt water from the annulus of the casing. According to the DOGGR record, the flow of salt water was contained and the water hauled from the site. The operator plugged and abandoned the well under DOGGR supervision. DOGGR approved the plugging of the well on May 30, 2006. There is no known residual environmental effect of this incident.

The incident involving the Ojai #36 does not constitute substantial evidence that the proposed exploratory wells will suffer a casing failure. The failure of the casing in a well drilled in 1911 that is one of the 12,000 wells drilled in the Ventura Basin does not make it reasonably foreseeable that a similar fate awaits the proposed wells.

Summary:

No substantial evidence has been identified that the proposed exploratory wells would be damaged during an earthquake such that substantial environmental damage would result.

References:

Olson, Brian (2012), "Eastern San Cayetano Fault in the Piru Quadrangle", California Geological Survey Fault Evaluation Report #FER-257

Dolan, James (2009), "Paleoseismicity and Seismic Hazards of the San Cayetano Fault Zone."

Proposed Final
Subsequent Environmental Impact Report
SCH # 2015021045

Appendix I

1977-2014 Agnew Lease fluid production and
truck traffic

MIRADA Petroleum: CUP 3543

Produced fluid volume and truck traffic (1977-2014)

Compiled from DOGGR records by B. Baca (August 2015)

SEIR APPENDIX I

Case No. PL13-0158

Agnew Lease:

Well # API #
 Agnew #1 11120696
 Agnew #2 11120802
 Agnew #3 11121193

Notes:

NA = Not Applicable

Shaded cells = no data available

Truck volume = 100 BBLs

Year	Agnew #1			Agnew #2			Agnew #3			Calculations							
	Fluid production (bbls)	Days on prod.	Pool	Fluid Production (bbls)	Days on prod.	Pool	Fluid Production (bbls)	Days on prod.	Pool	Total fluid Production (bbls)	Number of Truck loads in year	Average No. of truck loads per week	Average No. of one-way truck trips per week	Maximum Production per operational day	Maximum production per operational week (7 days)	Maximum No. of truck loads per operational week	Maximum No. of one-way truck trips per operational week
1977	25032	314	Miocene	0	0	NA	0	0	NA	25032	250.3	4.8	9.6	79.7	558.0	5.6	11.2
1978	0	0	Miocene	0	0	NA	0	0	NA	0	0.0	0.0	0.0	NA	NA	NA	NA
1979	12480	321	Miocene	1951	352	Miocene	0	0	NA	14431	144.3	2.8	5.6	44.4	310.9	3.1	6.2
1980	9072	353	Miocene	1309	324	Miocene	0	0	NA	10381	103.8	2.0	4.0	29.7	208.2	2.1	4.2
1981	7400	321	Miocene	1396	317	Miocene	0	0	NA	8796	88.0	1.7	3.4	27.5	192.2	1.9	3.8
1982	18862	307	Miocene	2044	269	Miocene	266	42	Miocene	21172	211.7	4.1	8.1	75.4	527.6	5.3	10.6
1983	17974	348	Miocene	3456	329	Miocene	1548	191	Miocene	22978	229.8	4.4	8.8	70.3	491.8	4.9	9.8
1984	8471	348	Miocene	3166	328	Miocene	1478	211	Miocene	13115	131.2	2.5	5.0	41.0	287.0	2.9	5.7
1985	21139	333	Miocene	3574	335	Miocene	670	190	Miocene	25383	253.8	4.9	9.8	77.7	543.7	5.4	10.9
1986	12402	266	Miocene	3133	273	Miocene	0	0	Miocene	15535	155.4	3.0	6.0	58.1	406.7	4.1	8.1
1987	9966	336	Miocene	3055	362	Miocene	0	0	Miocene	13021	130.2	2.5	5.0	38.1	266.7	2.7	5.3
1988	169	2	Miocene	4365	337	Miocene	0	0	Miocene	4534	45.3	0.9	1.7	13.0	90.7	0.9	1.8
1989	4400	67	Miocene	3531	364	Miocene	1467	160	Miocene	9398	94.0	1.8	3.6	84.5	591.8	5.9	11.8
1990	2383	53	Miocene	3152	353	Miocene	897	188	Miocene	6432	64.3	1.2	2.5	58.7	410.6	4.1	8.2
1991	0	0	Miocene	3614	365	Miocene	0	0	Miocene	3614	36.1	0.7	1.4	9.9	69.3	0.7	1.4
1992	0	0	Miocene	3690	362	Miocene	265	17	Miocene	3955	39.6	0.8	1.5	25.8	180.5	1.8	3.6
1993	0	0	Miocene	3008	345	Miocene	349	38	Miocene	3357	33.6	0.6	1.3	17.9	125.3	1.3	2.5
1994	0	0	Miocene	0	0	Miocene	0	0	Miocene	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1995	0	0	Miocene	1732	111	Miocene	130	46	Miocene	1862	18.6	0.4	0.7	18.4	129.0	1.3	2.6
1996	0	0	Miocene	2921	291	Miocene	705	300	Miocene	3626	36.3	0.7	1.4	12.4	86.7	0.9	1.7
1997	257	31	Miocene	2412	310	Miocene	827	279	Miocene	3496	35.0	0.7	1.3	19.0	133.2	1.3	2.7

1998	0	0	Miocene	1055	125	Miocene	223	97	Miocene	1278	12.8	0.2	0.5	10.7	75.2	0.8	1.5
1999	117	18	Miocene	2122	174	Miocene	280	18	Miocene	2519	25.2	0.5	1.0	34.3	239.8	2.4	4.8
2000	0	0	Miocene	3298	366	Miocene	0	0	Miocene	3298	33.0	0.6	1.3	9.0	63.1	0.6	1.3
2001	0	0	Miocene	2970	365	Miocene	0	0	Miocene	2970	29.7	0.6	1.1	8.1	57.0	0.6	1.1
2002	0	0	Miocene	2663	360	Miocene	0	0	Miocene	2663	26.6	0.5	1.0	7.4	51.8	0.5	1.0
2003	219	61	Saugus	1001	150	Miocene	379	61	Miocene	1599	16.0	0.3	0.6	16.5	115.3	1.2	2.3
2004	1252	366	Saugus	1370	366	Miocene	2779	366	Miocene	5401	54.0	1.0	2.1	14.8	103.3	1.0	2.1
2005	828	365	Saugus	879	365	Miocene	1778	365	Miocene	3485	34.9	0.7	1.3	9.5	66.8	0.7	1.3
2006	498	245	Saugus	413	245	Miocene	846	245	Miocene	1757	17.6	0.3	0.7	7.2	50.2	0.5	1.0
2007	792	337	Saugus	819	337	Miocene	1662	337	Miocene	3273	32.7	0.6	1.3	9.7	68.0	0.7	1.4
2008	757	365	Saugus	663	365	Miocene	1356	365	Miocene	2776	27.8	0.5	1.1	7.6	53.2	0.5	1.1
2009	759	335	Saugus	766	335	Miocene	1578	335	Miocene	3103	31.0	0.6	1.2	9.3	64.8	0.6	1.3
2010	794	361	Sg-Mio	804	365	Miocene	1643	365	Miocene	3241	32.4	0.6	1.2	8.9	62.3	0.6	1.2
2011	715	365	Sg-Mio	729	365	Miocene	1461	365	Miocene	2905	29.1	0.6	1.1	8.0	55.7	0.6	1.1
2012	529	306	Sg-Mio	921	306	Miocene	1872	306	Miocene	3322	33.2	0.6	1.3	10.9	76.0	0.8	1.5
2013	373	242	Sg-Mio	700	242	Miocene	1311	242	Miocene	2384	23.8	0.5	0.9	9.9	69.0	0.7	1.4
2014	698	365	Sg-Mio	1230	365	Miocene	2396	365	Miocene	4324	43.2	0.8	1.7	11.8	82.9	0.8	1.7

SEIR Appendix I (Truck volume = 100 bbls)
PL13-0158

Page 2 of 2

MIRADA Petroleum: CUP 3543**Produced fluid volume and truck traffic (1977-2014)**

Compiled from DOGGR records by B. Baca (August 2015)

SEIR APPENDIX I

Case No. PL13-0158

Agnew Lease:

Well # **API #**
 Agnew #1 11120696
 Agnew #2 11120802
 Agnew #3 11121193

Notes:

NA = Not Applicable

Shaded cells = no data available

Truck volume =

150 BBLS

Year	Agnew #1			Agnew #2			Agnew #3			Calculations							
	Fluid production (bbls)	Days on prod.	Pool	Fluid Production (bbls)	Days on prod.	Pool	Fluid Production (bbls)	Days on prod.	Pool	Total fluid Production (bbls)	Number of Truck loads in year	Average No. of truck loads per week	Average No. of one-way truck trips per week	Maximum Production per operational day	Maximum production per operational week (7 days)	Maximum No. of truck loads per operational week	Maximum No. of one-way truck trips per operational week
1977	25032	314	Miocene	0	0	NA	0	0	NA	25032	166.9	3.2	6.4	79.7	558.0	3.7	7.4
1978	0	0	Miocene	0	0	NA	0	0	NA	0	0.0	0.0	0.0	NA	NA	NA	NA
1979	12480	321	Miocene	1951	352	Miocene	0	0	NA	14431	96.2	1.9	3.7	44.4	310.9	2.1	4.1
1980	9072	353	Miocene	1309	324	Miocene	0	0	NA	10381	69.2	1.3	2.7	29.7	208.2	1.4	2.8
1981	7400	321	Miocene	1396	317	Miocene	0	0	NA	8796	58.6	1.1	2.3	27.5	192.2	1.3	2.6
1982	18862	307	Miocene	2044	269	Miocene	266	42	Miocene	21172	141.1	2.7	5.4	75.4	527.6	3.5	7.0
1983	17974	348	Miocene	3456	329	Miocene	1548	191	Miocene	22978	153.2	2.9	5.9	70.3	491.8	3.3	6.6
1984	8471	348	Miocene	3166	328	Miocene	1478	211	Miocene	13115	87.4	1.7	3.4	41.0	287.0	1.9	3.8
1985	21139	333	Miocene	3574	335	Miocene	670	190	Miocene	25383	169.2	3.3	6.5	77.7	543.7	3.6	7.2
1986	12402	266	Miocene	3133	273	Miocene	0	0	Miocene	15535	103.6	2.0	4.0	58.1	406.7	2.7	5.4
1987	9966	336	Miocene	3055	362	Miocene	0	0	Miocene	13021	86.8	1.7	3.3	38.1	266.7	1.8	3.6
1988	169	2	Miocene	4365	337	Miocene	0	0	Miocene	4534	30.2	0.6	1.2	13.0	90.7	0.6	1.2
1989	4400	67	Miocene	3531	364	Miocene	1467	160	Miocene	9398	62.7	1.2	2.4	84.5	591.8	3.9	7.9
1990	2383	53	Miocene	3152	353	Miocene	897	188	Miocene	6432	42.9	0.8	1.6	58.7	410.6	2.7	5.5
1991	0	0	Miocene	3614	365	Miocene	0	0	Miocene	3614	24.1	0.5	0.9	9.9	69.3	0.5	0.9
1992	0	0	Miocene	3690	362	Miocene	265	17	Miocene	3955	26.4	0.5	1.0	25.8	180.5	1.2	2.4
1993	0	0	Miocene	3008	345	Miocene	349	38	Miocene	3357	22.4	0.4	0.9	17.9	125.3	0.8	1.7
1994	0	0	Miocene	0	0	Miocene	0	0	Miocene	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1995	0	0	Miocene	1732	111	Miocene	130	46	Miocene	1862	12.4	0.2	0.5	18.4	129.0	0.9	1.7
1996	0	0	Miocene	2921	291	Miocene	705	300	Miocene	3626	24.2	0.5	0.9	12.4	86.7	0.6	1.2
1997	257	31	Miocene	2412	310	Miocene	827	279	Miocene	3496	23.3	0.4	0.9	19.0	133.2	0.9	1.8

1998	0	0	Miocene	1055	125	Miocene	223	97	Miocene	1278	8.5	0.2	0.3	10.7	75.2	0.5	1.0
1999	117	18	Miocene	2122	174	Miocene	280	18	Miocene	2519	16.8	0.3	0.6	34.3	239.8	1.6	3.2
2000	0	0	Miocene	3298	366	Miocene	0	0	Miocene	3298	22.0	0.4	0.8	9.0	63.1	0.4	0.8
2001	0	0	Miocene	2970	365	Miocene	0	0	Miocene	2970	19.8	0.4	0.8	8.1	57.0	0.4	0.8
2002	0	0	Miocene	2663	360	Miocene	0	0	Miocene	2663	17.8	0.3	0.7	7.4	51.8	0.3	0.7
2003	219	61	Saugus	1001	150	Miocene	379	61	Miocene	1599	10.7	0.2	0.4	16.5	115.3	0.8	1.5
2004	1252	366	Saugus	1370	366	Miocene	2779	366	Miocene	5401	36.0	0.7	1.4	14.8	103.3	0.7	1.4
2005	828	365	Saugus	879	365	Miocene	1778	365	Miocene	3485	23.2	0.4	0.9	9.5	66.8	0.4	0.9
2006	498	245	Saugus	413	245	Miocene	846	245	Miocene	1757	11.7	0.2	0.5	7.2	50.2	0.3	0.7
2007	792	337	Saugus	819	337	Miocene	1662	337	Miocene	3273	21.8	0.4	0.8	9.7	68.0	0.5	0.9
2008	757	365	Saugus	663	365	Miocene	1356	365	Miocene	2776	18.5	0.4	0.7	7.6	53.2	0.4	0.7
2009	759	335	Saugus	766	335	Miocene	1578	335	Miocene	3103	20.7	0.4	0.8	9.3	64.8	0.4	0.9
2010	794	361	Sg-Mio	804	365	Miocene	1643	365	Miocene	3241	21.6	0.4	0.8	8.9	62.3	0.4	0.8
2011	715	365	Sg-Mio	729	365	Miocene	1461	365	Miocene	2905	19.4	0.4	0.7	8.0	55.7	0.4	0.7
2012	529	306	Sg-Mio	921	306	Miocene	1872	306	Miocene	3322	22.1	0.4	0.9	10.9	76.0	0.5	1.0
2013	373	242	Sg-Mio	700	242	Miocene	1311	242	Miocene	2384	15.9	0.3	0.6	9.9	69.0	0.5	0.9
2014	698	365	Sg-Mio	1230	365	Miocene	2396	365	Miocene	4324	28.8	0.6	1.1	11.8	82.9	0.6	1.1

SEIR Appendix I (Truck volume = 150 bbls)
PL 13-0158

Page 2 of 2

MIRADA Petroleum: CUP 3543**Produced fluid volume and truck traffic (1977-2014)**

Compiled from DOGGR records by B. Baca (August 2015)

SEIR APPENDIX I

Case No. PL13-0158

Agnew Lease:

Well # **API #**
 Agnew #1 11120696
 Agnew #2 11120802
 Agnew #3 11121193

Notes:

NA = Not Applicable

Shaded cells = no data available

Truck volume =

180 BBLS

Year	Agnew #1			Agnew #2			Agnew #3			Calculations							
	Fluid production (bbls)	Days on prod.	Pool	Fluid Production (bbls)	Days on prod.	Pool	Fluid Production (bbls)	Days on prod.	Pool	Total fluid Production (bbls)	Number of Truck loads in year	Average No. of truck loads per week	Average No. of one-way truck trips per week	Maximum Production per operational day	Maximum production per operational week (7 days)	Maximum No. of truck loads per operational week	Maximum No. of one-way truck trips per operational week
1977	25032	314	Miocene	0	0	NA	0	0	NA	25032	139.1	2.7	5.3	79.7	558.0	3.1	6.2
1978	0	0	Miocene	0	0	NA	0	0	NA	0	0.0	0.0	0.0	NA	NA	NA	NA
1979	12480	321	Miocene	1951	352	Miocene	0	0	NA	14431	80.2	1.5	3.1	44.4	310.9	1.7	3.5
1980	9072	353	Miocene	1309	324	Miocene	0	0	NA	10381	57.7	1.1	2.2	29.7	208.2	1.2	2.3
1981	7400	321	Miocene	1396	317	Miocene	0	0	NA	8796	48.9	0.9	1.9	27.5	192.2	1.1	2.1
1982	18862	307	Miocene	2044	269	Miocene	266	42	Miocene	21172	117.6	2.3	4.5	75.4	527.6	2.9	5.9
1983	17974	348	Miocene	3456	329	Miocene	1548	191	Miocene	22978	127.7	2.5	4.9	70.3	491.8	2.7	5.5
1984	8471	348	Miocene	3166	328	Miocene	1478	211	Miocene	13115	72.9	1.4	2.8	41.0	287.0	1.6	3.2
1985	21139	333	Miocene	3574	335	Miocene	670	190	Miocene	25383	141.0	2.7	5.4	77.7	543.7	3.0	6.0
1986	12402	266	Miocene	3133	273	Miocene	0	0	Miocene	15535	86.3	1.7	3.3	58.1	406.7	2.3	4.5
1987	9966	336	Miocene	3055	362	Miocene	0	0	Miocene	13021	72.3	1.4	2.8	38.1	266.7	1.5	3.0
1988	169	2	Miocene	4365	337	Miocene	0	0	Miocene	4534	25.2	0.5	1.0	13.0	90.7	0.5	1.0
1989	4400	67	Miocene	3531	364	Miocene	1467	160	Miocene	9398	52.2	1.0	2.0	84.5	591.8	3.3	6.6
1990	2383	53	Miocene	3152	353	Miocene	897	188	Miocene	6432	35.7	0.7	1.4	58.7	410.6	2.3	4.6
1991	0	0	Miocene	3614	365	Miocene	0	0	Miocene	3614	20.1	0.4	0.8	9.9	69.3	0.4	0.8
1992	0	0	Miocene	3690	362	Miocene	265	17	Miocene	3955	22.0	0.4	0.8	25.8	180.5	1.0	2.0
1993	0	0	Miocene	3008	345	Miocene	349	38	Miocene	3357	18.7	0.4	0.7	17.9	125.3	0.7	1.4
1994	0	0	Miocene	0	0	Miocene	0	0	Miocene	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1995	0	0	Miocene	1732	111	Miocene	130	46	Miocene	1862	10.3	0.2	0.4	18.4	129.0	0.7	1.4
1996	0	0	Miocene	2921	291	Miocene	705	300	Miocene	3626	20.1	0.4	0.8	12.4	86.7	0.5	1.0
1997	257	31	Miocene	2412	310	Miocene	827	279	Miocene	3496	19.4	0.4	0.7	19.0	133.2	0.7	1.5

Page 1 of 2

1998	0	0	Miocene	1055	125	Miocene	223	97	Miocene	1278	7.1	0.1	0.3	10.7	75.2	0.4	0.8
1999	117	18	Miocene	2122	174	Miocene	280	18	Miocene	2519	14.0	0.3	0.5	34.3	239.8	1.3	2.7
2000	0	0	Miocene	3298	366	Miocene	0	0	Miocene	3298	18.3	0.4	0.7	9.0	63.1	0.4	0.7
2001	0	0	Miocene	2970	365	Miocene	0	0	Miocene	2970	16.5	0.3	0.6	8.1	57.0	0.3	0.6
2002	0	0	Miocene	2663	360	Miocene	0	0	Miocene	2663	14.8	0.3	0.6	7.4	51.8	0.3	0.6
2003	219	61	Saugus	1001	150	Miocene	379	61	Miocene	1599	8.9	0.2	0.3	16.5	115.3	0.6	1.3
2004	1252	366	Saugus	1370	366	Miocene	2779	366	Miocene	5401	30.0	0.6	1.2	14.8	103.3	0.6	1.1
2005	828	365	Saugus	879	365	Miocene	1778	365	Miocene	3485	19.4	0.4	0.7	9.5	66.8	0.4	0.7
2006	498	245	Saugus	413	245	Miocene	846	245	Miocene	1757	9.8	0.2	0.4	7.2	50.2	0.3	0.6
2007	792	337	Saugus	819	337	Miocene	1662	337	Miocene	3273	18.2	0.3	0.7	9.7	68.0	0.4	0.8
2008	757	365	Saugus	663	365	Miocene	1356	365	Miocene	2776	15.4	0.3	0.6	7.6	53.2	0.3	0.6
2009	759	335	Saugus	766	335	Miocene	1578	335	Miocene	3103	17.2	0.3	0.7	9.3	64.8	0.4	0.7
2010	794	361	Sg-Mio	804	365	Miocene	1643	365	Miocene	3241	18.0	0.3	0.7	8.9	62.3	0.3	0.7
2011	715	365	Sg-Mio	729	365	Miocene	1461	365	Miocene	2905	16.1	0.3	0.6	8.0	55.7	0.3	0.6
2012	529	306	Sg-Mio	921	306	Miocene	1872	306	Miocene	3322	18.5	0.4	0.7	10.9	76.0	0.4	0.8
2013	373	242	Sg-Mio	700	242	Miocene	1311	242	Miocene	2384	13.2	0.3	0.5	9.9	69.0	0.4	0.8
2014	698	365	Sg-Mio	1230	365	Miocene	2396	365	Miocene	4324	24.0	0.5	0.9	11.8	82.9	0.5	0.9

SEIR Appendix I (Truck volume = 180 bbls)
PL 13 - 0158

Page 2 of 2

Proposed Final
Subsequent Environmental Impact Report
SCH # 2015021045

Appendix J

Public Comments and Responses to Comments

Appendix J:

Response to Public Comments on the Draft Subsequent Environmental Impact Report

Mirada Petroleum Oil and Gas Project

Conditional Use Permit (CUP) Case No. PL13-0158

The Draft Subsequent Environmental Impact Report (DSEIR) for CUP Case No. PL13-0158 was made available to the public for comment from April 30, 2015 to June 15, 2015. The public comments (emails and letters) on the SEIR received by the County are listed below.

Reference #	Date	Author
A	5-8-15	Rain Perry
B	5-11-15	Dulanie Ellis, 5-11-15
C	6-9-15	John Brooks (CFROG)
D	5-28-15	Les Toth
E	6-4-15	Carol Cohen
F	6-8-15	John Davis
G	5-15-15	John Brooks (CFROG)
H	6-9-15	Michael Shapiro
I	6-14-15	Rain Perry (CFROG) with attached memorandum from Ed Ruzak
J	6-15-15	Margot Griswold
K	6-15-15	Danny Everett and Tiarzha Taylor
L	6-15-15	John Davis
M	6-12-15	Dianna Watson (CALTRANS)

The County's responses to the submitted comments are provided in the table below. Marked copies of the emails and letters received are included in this Appendix.

Response to Public Comment on the Draft SEIR

Comment No.	Response to Comment
A. Email by Rain Perry, 5-8-2015	
A-1	<p>The County of Ventura, Public Works Agency Transportation Department (PWATD) has reviewed the proposed project with regard to the use of the Koenigstein Road/Highway 150 intersection. The PWATD has determined that the limited use (16 one-way trips per week) of this intersection by large trucks associated with oil and gas operations would not create a new significant impact on traffic circulation or safety. As stated in the DSEIR, there is no evidence that a truck-related accident has occurred at the intersection of Highway 150 and Koenigstein Road in the 20-year period from 1994 to 2014. CALTRANS accident records available for the 12-year period from 2002-2013 do not list any truck-related accidents as having occurred at this intersection. From 1995 to 2014, tanker trucks turned onto or turned from the intersection of Koenigstein Road and Highway 150 from between 2,746 and 4,943 times without incident. Given this record, there is no substantial evidence that the use of the Koenigstein Road/Highway 150 intersection or the by oil-related large trucks represents a significant impact on traffic safety.</p>
A-2	<p>Refer to Response to Comment A-1 above regarding the "risk of trucks at that corner."</p> <p>The phrase "fixing a bridge" included in the comment appears to refer to the possible reconstruction of the now-destroyed access road that extended westward across Sisar Creek from the Agnew drillsite. As explained in Section 4.2.2 of the DSEIR, the reconstruction of this access route is not feasible or warranted given the availability of an adequate public road.</p>
A-3	<p>Refer to Response to Comment A-1 regarding the use of the Koenigstein Road/State Highway 150 intersection. The proposed modified conditional use permit will be subject to the oil development standards set forth in the County Non-Coastal Zoning Ordinance.</p>
B. Letter by Dulanie Ellis, 5-11-15	
B-1	<p>Refer to Response to comment A-1 regarding the use of the Koenigstein Road/State Highway 150 intersection by oil-related large trucks. In regards to the issue of a "blind turn," the Public Works Agency, Transportation Department has reviewed the site distance for the Koenigstein Road/State Highway 150 intersection</p>

	<p>and determined that it is adequate for the posted speed limit.</p> <p>The phrase "catastrophe waiting to happen" is speculative and does not constitute substantial evidence of a potentially significant impact on traffic safety pursuant to Section 15064(f)(5) of the CEQA Guidelines.</p>
B-2	As explained in Section 4.2.2 of the DSEIR, the reconstruction of the former access route to the Agnew wellsite is not feasible or warranted given the availability of an adequate public road (i.e. Koenigstein Road).
B-3	This comment does not question the adequacy of any specific portion of the DSEIR. Thus, no specific response is required or possible. The commenter's opinion regarding the Ventura Planning Division will be provided to the decision-makers for their consideration.
B-4	It is acknowledged in the DSEIR that the use of the Koenigstein Road/State Highway 150 intersection by oil-related large truck traffic is not authorized by the applicable CUP. However, Koenigstein Road is a public road that can be used by any citizen unless such use is determined to be unsafe. Based on the available information, the County has not identified an unsafe condition and has allowed the truck use to continue while the current CUP application is processed. The requested modified CUP would authorize the use of the Koenigstein Road/State Highway 150 intersection. Per the California Vehicle Code, the project-related trucks can be operated on a County roadway unless truck restrictions are placed on that roadway. No truck restrictions have been placed on Koenigstein Road.
B-5	The phrase "fix the bridge" included in the comment appears to refer to the possible reconstruction of the now-destroyed access road that extended westward across Sisar Creek from the Agnew drillsite. As explained in Section 4.2.2 of the DSEIR, the reconstruction of this access route is not feasible or warranted given the availability of an adequate public road.
C. Letter by John Brooks (CFROG), 6-9-15	
C-1	The DSEIR prepared for the proposed project includes the 1983 FEIR as Appendix B. Any study recommended (but not required) in the 1983 EIR was not mandated to be conducted in 1983 and is not mandated to be conducted now. Some studies recommended in the 1983 FEIR were not incorporated into the conditions of approval of Conditional Use Permit 3543 or otherwise required. Note that an EIR prepared pursuant to CEQA is not a permit and serves to inform the decision-makers and the public of the potential consequences of a proposed project at the time a permit action is taken. A project or facility authorized by the granting of a permit is

	<p>subject only to the adopted conditions of approval included in a permit, not to any recommended action in a certified FEIR.</p> <p>Appendix G of the DSEIR includes the verbal and written comments which were addressed at the March 10, 2015 public scoping meeting for the DSEIR and the County's response to the comments. Appendix G also includes the public comments received during the Notice of Preparation (NOP) comment period. .</p> <p>As noted in DSEIR Appendix G, the baseline setting for the analysis of impacts presented in the DSEIR in all issue areas is the environmental conditions present at the time the NOP was released for public review. Thus, the DSEIR evaluates the change from the existing operations that would result from implementation of the proposed project. The DSEIR also addresses whether the existing operations could have a significant effect based on changed circumstances or new information arising after certification of the 1983 FEIR.</p> <p>Note that the CEQA baseline setting includes no project-related truck traffic on Koenigstein Road as such traffic is not authorized under the current permit for the Mirada Petroleum facility. Thus, the potential impacts of all truck traffic (including the existing truck traffic) are evaluated in the DSEIR.</p>
C-2	<p>The 1983 FEIR lists as a mitigation measure to address cumulative impacts the following:</p> <p><i>It is recommended that a task force be created to recommend to the Board of Supervisors means of minimizing the impact of present and future oil operations in the habitat. The task force would recognize both the need for oil resources and the unique wildlife resources of the Sisar Creek/Bear Creek areas. The task force would be comprised of a representative of the oil industry, the planning department, public works, State Fish and Game, and the County Parks Department. The task force would be chaired by the planning department.</i></p> <p>The above measure was recommended but not required. Staff is not aware that a task force was ever created. This recommended measure was an option presented to the County decision-makers that was ultimately not included in the conditions of approval of CUP 3543. As noted in DSEIR Appendix G, the baseline setting for the analysis of impacts presented in the SEIR in all issue areas is the environmental conditions present at the time the NOP was released for public review. Thus, the DSEIR evaluates the change</p>

	<p>from the existing operations that would result from implementation of the proposed project. The DSEIR also addresses whether the existing operations could have a significant effect based on changed circumstances or new information arising after certification of the 1983 FEIR. The analysis presented in the DSEIR reflects the current project description that involves the use of an existing drilling pad with no new disturbance of native habitat. Since the project does not involve any new habitat disturbance, it would not contribute to any cumulative impact on biological resources.</p> <p>As noted in Section 4.3 of the DSEIR, the FEIR for CUP 3543 concluded that "no rare flora or fauna or threatened plant or animal species were observed on the project site." The time to challenge the adequacy of the evaluation of biological resources presented in the 1983 FEIR expired decades ago. Furthermore, the project site is now a developed oil and gas facility that is part of the existing setting.</p> <p>The comments presented here do not question the adequacy of any specific section of the DSEIR. Thus, no specific response is required.</p>
C-3	<p>The comment provided does not identify any specific deficiencies in the DSEIR that would render it inadequate to satisfy the environmental review requirements of CEQA and the CEQA Guidelines. The DSEIR includes all required sections of an EIR in conformance with the CEQA Guidelines, as well as the 1983 certified FEIR. This document meets the standard for adequacy of an EIR as described in Section 15151 of the CEQA Guidelines.</p>
C-4	<p>The certified FEIR (Appendix B of the DSEIR) includes analysis of cumulative impacts in various issue areas. Additional analysis of cumulative impacts is also provided in Sections 4.2.2, 4.2.3, 4.3.3, and 4.7 of the DSEIR. The additional cumulative analysis includes an evaluation of all oil-related trucking on Koenigstein Road as the use of this road and its intersection with State Highway 150 represents a change in the approved project. The analysis of cumulative impacts included in the DSEIR satisfies the requirements of Section 15130 of the CEQA Guidelines.</p> <p>The commenter is correct in that the oil wells and facilities in the Ojai Oil Field are part of the environmental setting. This existing setting constitutes the baseline for the analysis of impacts presented in the SEIR in all issue areas. As stated in Appendix G of the DSEIR, the environmental conditions present at the time the NOP was released for public review form the environmental baseline setting. Thus, the DSEIR primarily evaluates the changes</p>

	from the existing operations that would result from implementation of the proposed project.
C-5	<p>The potential impact of the proposed project on groundwater quantity is discussed in Section 4.5 of the DSEIR. A total of approximately 1.8 acre-feet of water will be consumed as a result of the installation of the proposed oil wells. Unlike residential or commercial uses, the proposed project does not involve a long-term ongoing demand for water. Averaged over the 25-year life of the project, the annual water demand of the project is 0.07 acre-feet per year (AFY). According to the adopted County Initial Study Assessment Guidelines, the Threshold of Significance for groundwater extraction is 1.0 AFY. Thus, the impact of the project on groundwater quantity (0.07 AFY) is less than significant.</p> <p>The phrase "substantial changes" included in the comment appears to refer to the language of Section 15162(a) of the CEQA Guidelines. The provisions of Section 15162 establish the circumstances when the preparation of a subsequent EIR or subsequent Negative Declaration is required. As explained in Section 1.2 of the DSEIR, the preparation of the DSEIR under review for the proposed project is based on the provisions of Section 15162(a) of the CEQA Guidelines. The DSEIR was prepared because of changes in the project and circumstances were identified that require major revisions of the previously-certified FEIR.</p>
C-6	<p>Refer to Response to Comment C-5 above.</p> <p>The current project includes the continued use of the existing well pad on the Agnew lease, the drilling of three new wells and re-drilling of one exiting well within the existing well pad. No new native habitat will be disturbed as part of the proposed project. Thus, the proposed project would not result in any new potentially significant impact on the surrounding biological resources.</p> <p>The addition of three oil wells to an existing drilling pad would not substantially change the risk of fire. The existing storage tanks and associated equipment will not change with the implementation of the proposed project. The Ventura County Fire Protection District has not identified a substantial fire risk associated with the project.</p> <p>It is anticipated that oil production and associated trucking will increase from the current (2014) condition with the installation of three new oil wells and the re-drilling of one of the existing wells. The historic production data (and the estimate of associated truck</p>

traffic) for the three existing wells is the best evidence available to estimate the future production and truck traffic that would be anticipated to result from the implementation of the proposed project. Thus, the maximum weekly truck trips for the three new wells and one re-drilled well has been estimated to be 1.33 times the maximum traffic load for the original three wells (4 wells/3 wells = 1.33). Table 5.5 of the SEIR calculates the potential increase in truck traffic above the CEQA baseline for State Highway 150.

As indicated in the SEIR Table 5.5, the increase in traffic above the CEQA baseline for State Highway 150 that would result from the proposed project would be 3.1 to 5.6 one-way trips per week. This traffic volume is equivalent to between 0.44 and 0.8 one-way truck trips per day. The transport of one truckload of produced fluid involves 2 one-way truck trips. Thus, the projected incremental increase in truck traffic above the CEQA baseline for State Highway 150 represents approximately one truckload of produced fluids being transported from the site every two days.

The maximum number of one-way truck trips authorized by the existing conditional use permit will decrease from 24 one-way trips per week to 16 one-way trips per week (i.e. an average of 2.3 one-way trips per day). The truck route is proposed to change such that the southern end of Koenigstein Road would be used to access State Highway 150. The 16 one-way trips on this section of that road constitute new truck traffic on that section of Koenigstein Road. The proposed 2.3 one-way trips per day is minimal and would not create a potentially significant impact on traffic circulation or safety. From 1995 to 2014, an estimated 2,746 to 4,943 truck trips used the southern section of Koenigstein Road to access State Highway 150. There is no record or other evidence of any accidents involving oil-related trucks during this period.

As discussed in Section 4.6 of the DSEIR, although construction noise impacts resulting from drilling operations would potentially exceed County Noise Thresholds. The installation of barriers to attenuate the sound heard at the two closest sensitive receptor sites would reduce the noise to below the County Threshold.

An increase in the number of persons assigned to maintain the subject oil and gas facility is not proposed. Thus, there would be no long-term increase in "human activity" at the site. The temporary increase in occupancy of the site during the drilling of the proposed wells would occur over only a few months of the 25-year life of the

	<p>project.</p> <p>The comment does not include any substantial evidence that an "oil or brine water spill" will occur over the life of the project. Refer to Appendix H of the DSEIR regarding the potential for produced fluid spills to occur at oil and gas facilities. Mirada Petroleum will continue to be required to operate in conformance with a Spill Prevention, Control and Countermeasure Plan (SPCC) approved by the California Division of Oil and Gas and Geothermal Resources (DOGGR).</p>
C-7	Refer to County Response C-4 above.
C-8	<p>The allegation that an "oil truck hit the bridge" is made in a November 20, 1975 letter of comment by Mr. and Mrs. Stewart (residents of Koenigstein Road) provided to the County Environmental Report Review Committee. The accuracy of this 40-year old report cannot be verified. As discussed in Section 1.1 of the SEIR, the use of the Koenigstein Road/State Highway 150 intersection by oil-related trucks was found in 1983 by the County decision-makers to be potentially unsafe and the operator was required to use an alternate access route to the drill site. The DSEIR re-evaluates this determination based on 20 years of data on the use of this intersection by oil-related large trucks, an evaluation of site distance, and a review of truck turning movements. From 1995 to 2014, oil-related trucks travelled on the southern section of Koenigstein Road to access State Highway 150 an estimated 2,746 to 4,943 times. There is no record or other evidence of any accidents involving oil-related trucks during this period. Refer to Response to Comment C-6 above.</p>
C-9	<p>This comment reports "large scraping on the guardrails of the bridge" and acknowledges that there is "no witness to the cause of the scraping." Thus, it is speculative whether the cause is related to the use of the bridge by vehicles associated with the oil and gas facilities. In any case, a guardrail is installed to protect vehicles from being driven off the bridge. Scrapes on a guardrail indicate that it served its function and does not reflect an unsafe condition.</p>
C-10	<p>The commenter is correct in that the traffic on Koenigstein Road will increase with implementation of the proposed project. This increase in traffic on Koenigstein Road is discussed in Section 4.2 of the DSEIR.</p> <p>It is anticipated that oil production and associated trucking will</p>

	<p>increase from the current (2014) condition with the installation of three new oil wells and the re-drilling of one of the existing wells. The historic production data (and the estimate of associated truck traffic) for the three existing wells is the best evidence available to estimate the future production and truck traffic that would be anticipated to result from the implementation of the proposed project. Thus, the maximum weekly truck trips for the three new wells and one re-drilled well has been estimated to be 1.33 times the maximum traffic load for the original three wells (4 wells/3 wells = 1.33). Table 5.5 of the SEIR calculates the potential increase in truck traffic above the CEQA baseline for State Highway 150.</p> <p>As indicated in the SEIR Table 5.5, the increase in traffic above the CEQA baseline for State Highway 150 that would result from the proposed project would be 3.1 to 5.6 one-way trips per week. This traffic volume is equivalent to between 0.44 and 0.8 one-way truck trips per day. The transport of one truckload of produced fluid involves 2 one-way truck trips. Thus, the projected incremental increase in truck traffic above the CEQA baseline for State Highway 150 represents approximately one truckload of produced fluids being transported from the site every two days.</p> <p>The maximum number of one-way truck trips authorized by the existing conditional use permit will decrease from 24 one-way trips per week to 16 one-way trips per week (i.e. an average of 2.3 one-way trips per day). The truck route is proposed to change such that the southern end of Koenigstein Road would be used to access State Highway 150. The 16 one-way trips on this section of that road constitute new truck traffic on that section of Koenigstein Road. The proposed 2.3 one-way trips per day is minimal and would not create a potentially significant impact on traffic circulation or safety. From 1995 to 2014, an estimated 2,746 to 4,943 truck trips used the southern section of Koenigstein Road to access State Highway 150. There is no record or other evidence of any accidents involving oil-related trucks during this period. Refer also to Response to Comment C-6 above.</p> <p>The purpose of the DSEIR is to provide information to the decision-makers and the public on the environmental effects of the proposed project. It is not a document that assesses penalties for violations of permit conditions. The commenter's opinion regarding penalties will be provided to the decision-makers for their consideration. Refer to Response to Comment B-4.</p>
C-11	According to the information provided on Page 171 of the

	<p>CALTRANS publication 2014 Traffic Volumes on California State Highways, the Average Annual Daily Traffic (AADT) on State Highway 150 at the intersection with Happy Valley School Road is 2900 AADT. This intersection is located approximately 3.5 miles west of the Koenigstein Road/State Highway 150 intersection. At the northern limit of the City of Santa Paula, CALTRANS reports the traffic volume on State Highway 150 to be 3,650 AADT. The City limit is located about 5.5 miles southwest of the Koenigstein Road/State Highway 150 intersection. Thus, the traffic volume cited in the DSEIR (2900 AADT) is based on the traffic count taken from the intersection located nearest to the project site. Thus, the DSEIR has not identified a substantial increase in traffic volume on State Highway 150 since 1983.</p>
C-12	<p>As discussed in Section 1.1 of the DSEIR, the use of the Koenigstein Road/State Highway 150 intersection by oil-related trucks was found in 1983 by the County decision-makers to be potentially unsafe and the operator was required to use an alternate access route to the drill site. The DSEIR re-evaluates this determination based on 20 years of data on the use of this intersection by oil-related large trucks, an evaluation of site distance, and a review of truck turning movements. From 1995 to 2014, trucks were driven southward on Koenigstein Road and turned onto State Highway 150 an estimated 2,746 to 4,943 times. There is no record or other evidence of any accidents involving oil-related trucks during this period. Refer to Response to Comments C-6 and C-8 above.</p>
C-13	<p>This comment does not question any specific section of the DSEIR. Thus, no specific response is possible or required. In any case, the legal citation refers to a petitioner who challenges in court the adequacy of an EIR certified by a public agency. The time to challenge the adequacy of the 1983 FEIR expired long ago. The DSEIR, however, is the CEQA document for the current proposal and can reach different conclusions than the 1983 FEIR based on substantial evidence. If the DSEIR is ultimately certified by the County decision-makers, its adequacy can be challenged through legal action.</p>
C-14	<p>The geometry and use of the Koenigstein Road/State Highway 150 intersection has been evaluated by the staff (i.e. traffic engineers) of the County Transportation Department. For the reasons stated in Section 4.2.4 of the DSEIR, the limited use of Koenigstein Road as the access point to and from State Highway 150 for oil and gas operations would not involve any significant impact on traffic circulation or public safety. The suggestion that the County retain a traffic engineer "mutually selected" by the Planning Department and the "public" to conduct a study is without merit for several</p>

	<p>reasons. First, a traffic study is unwarranted for a project that involves only 2.3 truck trips per day. Second, traffic engineers who are on staff at the County Transportation Department have reviewed the proposed project. Finally, the County (including the Planning Division and Transportation Department) conducts analysis of a project on behalf of the general public, including both supporters and opponents of a proposed project.</p>
C-15	<p>It is not proposed that the size of the trucks used to collect and transport produced fluids will change under the proposed project. While the maximum level of weekly truck traffic authorized under the existing conditional use permit is proposed to decrease from 24 to 16 one-way trips per week, this will not result in the need for larger trucks. This is because the maximum authorized level of truck traffic was not fully utilized by the oil operator. Section 4.2 of the SEIR has been revised to provide information on the actual maximum level of truck traffic that resulted from the Agnew Lease oil and gas operations. As indicated therein, the estimated increased production of produced fluids (oil and wastewater) can be accommodated within the proposed truck traffic limit of 16 one-way trips per week.</p> <p>The type of truck to be used to transport produced fluid from the Agnew facility will remain the same as under current operations. According to the applicant and its contractor (Telluric Petroleum Transport, Inc.), the vehicle used for fluid transport from the Agnew Lease is comprised of a 24-foot long, 8-foot wide truck with a 24-foot long, 8-foot wide trailer. The total length of the vehicle is 55 feet, including the hitching tongue. The combined weight of the truck and trailer is 51,000 pounds when fully loaded with produced fluids.</p> <p>The bridge on Koenigstein Road that spans Sisar Creek is rated for Purple Loads under the CALTRANS Weight Chart. This rating means that the bridge can handle a weight that is greater than the proposed 51,000-pound truck and trailer combination. Because the truck/trailer combination is over 40 feet in length, the truck operator is required to obtain an Oversized Vehicle Permit from the Ventura County Transportation Department.</p>
C-16	<p>The relevance of the relocation of County Fire Station #20 to the proposed project is not apparent. The current Fire Station #20 site is at a different location on State Highway 150 under different conditions than the Koenigstein Road/State Highway 150 intersection. The decision to move Fire Station #20 was primarily made because of the difficulty of developing a modern fire station on the current parcel due to its small size and the presence of</p>

	<p>natural gas seepage (VCFPD Chief Mark Lorenzen, pers. commun. 8-4-15).</p> <p>The County Transportation Department evaluated the site distance at the Koenigstein Road/State Highway 150 intersection and found it to be adequate at the posted speed limit. The County has also review the truck turning movement and found that the intersection and nearby bridge are adequate for the low level of proposed truck traffic. Note that the response time to the project site from Fire Station #20 will remain adequate.</p> <p>Refer to DSEIR Appendix H regarding the potential for produced fluid spills. This comment provides no substantial evidence of any "response calls to oil and gas incidences" in the Upper Ojai area or that the addition of three wells to an existing oil and gas facility will substantially increase the risk of an incident that would involve a fire protection district response.</p>
C-17	<p>Refer to Response to Comment B-4 above.</p> <p>It is anticipated that oil production and associated trucking will increase from the current (2014) condition with the installation of three new oil wells and the re-drilling of one of the existing wells. The historic production data (and the estimate of associated truck traffic) for the three existing wells is the best evidence available to estimate the future production and truck traffic that would be anticipated to result from the implementation of the proposed project. Thus, the maximum weekly truck trips for the three new wells and one re-drilled well has been estimated to be 1.33 times the maximum traffic load for the original three wells (4 wells/3 wells = 1.33). Table 5.5 of the SEIR calculates the potential increase in truck traffic above the CEQA baseline for State Highway 150.</p> <p>As indicated in the SEIR Table 5.5, the increase in traffic above the CEQA baseline for State Highway 150 that would result from the proposed project would be 3.1 to 5.6 one-way trips per week. This traffic volume is equivalent to between 0.44 and 0.8 one-way truck trips per day. The transport of one truckload of produced fluid involves 2 one-way truck trips. Thus, the projected incremental increase in truck traffic above the CEQA baseline for State Highway 150 represents approximately one truckload of produced fluids being transported from the site every two days.</p> <p>The maximum number of one-way truck trips authorized by the existing conditional use permit will decrease from 24 one-way trips</p>

	<p>per week to 16 one-way trips per week (i.e. an average of 2.3 one-way trips per day). The truck route is proposed to change such that the southern end of Koenigstein Road would be used to access State Highway 150. The 16 one-way trips on this section of that road constitute new truck traffic on that section of Koenigstein Road. The proposed 2.3 one-way trips per day is minimal and would not create a potentially significant impact on traffic circulation or safety. From 1995 to 2014, an estimated 2,746 to 4,943 truck trips used the southern section of Koenigstein Road to access State Highway 150. There is no record or other evidence of any accidents involving oil-related trucks during this period.</p> <p>The requirement to connect to a pipeline when oil production reaches 350 barrels per day will remain. However, this level of production has not been approached in the 38 years of record (1977-2014) summarized in Table 5 of the DSEIR. The average production of fluid (oil and wastewater) for all oil operations on Koenigstein Road combined (including both Mirada operations) over this period has been only 69 barrels per day. An increase in oil production to 350 barrels per day is not reasonably foreseeable at this time. Thus, the connection of the existing oil and gas facilities to a pipeline is not required and the preparation of a cost estimate for pipeline installation is unwarranted.</p> <p>The proposed project involves a limit of 2.3 truck trips per day. The recent application for a modified conditional use permit to re-activate the Nesbitt lease does not involve an increase in truck traffic. The trucking for the Nesbitt lease would be accommodated within the existing truck traffic (4 one-way trips per day) authorized by Conditional Use Permit LU11-0041. Thus, the limits on truck traffic associated with the proposed Mirada Agnew lease project (PL13-0158) and the separate Mirada Nesbitt lease project (PL15-0060) are known. No further assessment is needed.</p>
C-18	<p>Refer to Responses to Comment A-2, B-5 and B-5.</p> <p>A Notice of Preparation was circulated for public comment prior to the preparation of the DSEIR and a scoping meeting was held on March 10, 2015.</p> <p>The DSEIR has been provided to various public agencies for review and comment including the California Department of Fish and Wildlife, Regional Water Quality Control Board, Department of Water Resources, Department of Conservation, CALTRANS, the California Highway Patrol, City of Santa Paula, and City of Ojai. A Notice of Availability was provided to owners of property in the</p>

	vicinity of the project and to public interest groups such as the Citizens for Responsible Oil and Gas and the Los Padres Forest Watch. The SEIR has been posted on the County website and made available to the public. In summary, the SEIR has been noticed and circulated in conformance with the requirements of CEQA.
C-19	The comments provided are not correct. The <i>Notice of Preparation (NOP) of a Subsequent EIR</i> included in Appendix G of the SEIR is not "erroneous" or incomplete as it discloses all aspects of the proposed project. The NOP specifically describes "the drilling of three new wells," the "re-drilling of one existing well," and a "change in the authorized access to the existing oil and gas facility." The project description has not changed since the release of the NOP.
C-20	<p>The proposed project involves the continued operation of an existing oil and gas facility. The gas will continue to be handled through the use of an onsite flare. The flare and other facilities on the site will continue to be operated under permit issued by the Ventura County Air Pollution Control District (VCAPCD). The VCAPCD has reviewed the project and found that it does not have the potential to cause a significant impact on air quality in accordance with the adopted Air Quality Assessment Guidelines (AQAG).</p> <p>As described in Section 4.1 of the DSEIR, oil and gas facilities operate under ministerial permits issued by the VCAPCD as part of their overall air quality program for the County of Ventura. These permits address wells, tanks, flaring equipment, and local pipelines. Emissions from facilities that operate under VCAPCD permits are not subject to the Air Quality Thresholds in the AQAG.</p>
C-21	<p>Refer to DSEIR Appendix H regarding the potential for produced fluid spills associated with the oil and gas industry.</p> <p>The comment does not provide any substantial evidence that the proposed project will have a potentially significant impact on the biological habitat associated with Sisar Creek. The project involves the use of an existing wellsite and would not require any new disturbance of native vegetation. As stated in Section 4.3 of the DSEIR, no rare flora or fauna or threatened plant or animal species were observed on the project site. The existing wellsite where the proposed new wells would be installed is located more than 1,000 feet from Sisar Creek. All drilling fluids used during temporary drilling activities will be contained in closed tanks. Thus, no substantial effect on the habitat and wildlife found along this water course has been identified that would result from the</p>

	<p>implementation of the proposed project. The use of the bridge on Koenigstein Road that spans Sisar Creek for the limited project-related traffic would have no substantial effect on the habitat or aquatic wildlife along this watercourse.</p> <p>Although no significant impacts on the California Condor have been identified, protective measures recommended by the U.S. Fish and Wildlife Service will be incorporated into the recommended conditions of approval as Best Management Practices.</p> <p>This comment appears inconsistent with the commenter's previous suggestion that the old access road across Sisar Creek be rebuilt (see Response to Comment C-18).</p>
C-22	<p>The County Planning Division has confirmed with DOGGR that the wells on the Nesbitt lease subject to CUP LU11-0041 have been idled. The DOGGR published production records show that these wells are not on production.</p>
C-23	<p>The requirement in CUP LU11-0041 for the wells and associated facilities on the Nesbitt lease to be abandoned was imposed because Mirada Petroleum could not demonstrate that it held legal access rights to a private road that crosses certain private property. The application to re-activate the wells on the Nesbitt lease followed the granting of a Preliminary Injunction by the Court that currently provides Mirada with legal access along the road in question.</p> <p>The MND Addendum adopted by the Planning Commission when it granted CUP LU11-0041 states in response to comment B-1 on Page 24 of 32 the following:</p> <p><i>"The intersection of Koenigstein Road and State Highway 150 was evaluated and determined to be safe for project traffic by the County Transportation Department."</i></p> <p>The commenter is correct in that the LU11-0041 project ultimately approved by the Planning Commission did not involve the use of Koenigstein Road.</p> <p>The cumulative truck traffic on Koenigstein Road related to the oil industry is evaluated in the DSEIR.</p>
C-24	<p>Refer to Response to Comment C-21 above.</p> <p>A biologic study such as suggested by the commenter was not required by the Court, included in the certified FEIR as required mitigation, or incorporated into the conditions of approval of CUP</p>

	<p>3543. It is beyond the scope of review required for the proposed project. The current project does not involve any new disturbance of native habitat. Thus, it would not make a considerable contribution to any cumulative impacts on biological resources. The assessment of cumulative impacts on biological resources in the certified FEIR does not need alteration. Refer to Response to Comment C-5 regarding impacts on groundwater quantity. The use of an average of 0.07 AFY of water over a 25-year period does not have the potential to substantially harm biological resources. In any case, this comment does not provide any substantial evidence of a significant impact on biological resources.</p>
C-25	Refer to Responses to Comment C-14 and C-16.
C-26	Refer to Response to Comment C-21.
	<p>The California Department of Fish and Wildlife (CDFW) provided a March 16, 2015 letter in response to the Notice of Preparation of the DSEIR. This letter is included in Appendix G of the DSEIR. Each of the issues raised by CDFW are addressed in the DSEIR. The CDFW did not provide a letter of comment on the DSEIR.</p>
C-27	<p>The County of Ventura is the "third party" independent reviewer of proposed projects that require a discretionary permit. County staff is not affiliated with the project applicant, project opponents or project supporters.</p> <p>Refer to Response to Comment C-17 above.</p>
C-28	<p>Refer to DSEIR Appendix H for a discussion of the potential for produced fluid spills associated with oil and gas operations in Ventura County. The proposed project involves the addition of three oil wells to an existing oil and gas facility and does not involve the installation of a new storage tank. Thus, there is no increase in risk of a tank fire from the existing condition. In addition, this comment does not provide any substantial evidence that the continued use of the subject facility represents a substantial risk of fire. This facility has operated for 30 years without incident. The tank failure at the Hopper Canyon Oil Field was a rare and isolated incident. This failure is not evidence of a widespread or pervasive hazard given the hundreds of similar tanks currently in use in Ventura County.</p>
C-29	<p>The proposed new oil wells must meet established standards for well construction enforced by the California Division of Oil and Gas and Geothermal Resources (DOGGR). No evidence has been provided or identified that these standards are inadequate to protect the environment (including groundwater aquifers) from contamination by fluids produced from oil wells. In particular, no substantial evidence has been presented or identified that indicates</p>

	<p>any substantial degradation of water quality in the Upper Ojai area due to oil and gas operations.</p> <p>Refer to Response to Comment C-5 regarding project water demand. No mitigation is required for water quantity impacts that are less than significant.</p> <p>It is unclear what projects or uses or geographic area would be involved in the suggested evaluation of "water sustainability in the area." In any case, such a study is outside of the scope of the required analysis of the proposed oil and gas project.</p>
D. Letter by Les Toth, 5-28-15	
D-1	<p>Comments on the scope of the traffic analysis in the DSEIR were provided by the commenter in response to the Notice of Preparation. Refer to DSEIR Appendix G for the staff response to the earlier comments.</p> <p>This comment does not question the adequacy of a specific section of the DSEIR. Thus, no specific response is required or possible.</p>
D-2	<p>The 1983 certified FEIR describes the traffic during the temporary drilling phase of the project as follows:</p> <p><i>"The project would result in a temporary traffic volume of 40 ADT during the drilling stage. If the well is successful, the traffic volume would be approximately 4 ADT after the pipeline is constructed for the removal of oil from the site. Large truck-trailer equipment would be used at the beginning and end of the drilling phase of the project to move drilling equipment on and off the site. This activity would be limited to 3 or 4 large vehicles."</i></p> <p>Section 2.5 of the DSEIR states:</p> <p><i>"During temporary drilling operations a few truck trips would occur per day to deliver drilling fluids (mainly water) to the site."</i></p> <p>As indicated by the above statements, 3 or 4 large trucks would be used to move the drilling rig onto the wellsite to erect the drilling rig and initiate drilling, and 3 or 4 large trucks would be used to transport the drilling rig from the site after the completion of a well. A few truck trips per day would deliver drilling fluids to the site. The remainder of the 40 ADT cited in the FEIR reflects the arrival and departure of rig personnel during 24-hour drilling operations.</p> <p>The drilling rig and associated large trucks are subject to State and County regulations for the transport of such vehicles on the State</p>

	<p>Highway and County public roads. Compliance with these regulations will insure safe transport of these vehicles to and from the wellsite. As drilling rigs are rented based on availability, it is not necessary or possible to identify the model or type of rig that will ultimately be used on the project site. In any case, the comment does not provide any substantial evidence of a potentially significant impact related to the size or model of the temporary drilling equipment. Thus, no specific response is required.</p> <p>In summary, the traffic associated with the temporary drilling operations is adequately described in the FEIR and DSEIR. Such temporary construction traffic would not result in significant effects on traffic circulation or safety.</p>
D-3	<p>The proposed project does not include any major changes in onsite equipment except for the installation of three new oil wells and the associated pumping units. These pumping units would be powered by an electric motor. The requested permit would authorize the operation and maintenance of the permitted facilities.</p>
D-4	<p>As discussed in Section 4.6.2 of the DSEIR, the Noise Impact Assessment Study prepared by Sespe Consulting evaluates drilling-related noise levels that would be experienced at the three nearest noise sensitive receptors. Utilizing the nighttime ambient noise level readings from the two most noise sensitive locations in relation to the drill site, the study concluded that construction noise impacts resulting from drilling operations would exceed County Noise Thresholds as established in the General Plan. The required sound barrier mitigation measure identified in this section of the DSEIR would reduce construction noise levels experienced at the nearby sensitive receptors (residences) to below County Noise Threshold levels.</p> <p>The Whittier EIR was used as a source of information on noise generation and usage fractions for various activities associated with the operation of a drilling rig. The use of noise generation data for drilling rigs obtained from the Whittier EIR does not require the imposition of City of Whittier ordinance standards.</p> <p>The comment does not provide any substantial evidence that the mitigation measure for noise included in Section 4.6.2 of the DSEIR is inadequate to reduce project-related construction noise to a less than significant level.</p>
D-5	<p>Refer to Response to Comment D-2 above. The temporary transport of drill rigs on State Highway 150 and Koenigstein Road is clearly feasible as other oil wells have been drilled on sites that are accessed by Koenigstein Road. Refer to the list of wells</p>

	<p>accessed from Koenigstein Road included in Appendix D of the DSEIR. The County has no evidence that a vehicular accident has occurred that involved a truck-mounted drilling rig travelling on Koenigstein Road.</p> <p>As stated in the DSEIR, no accidents involving large trucks have occurred in the vicinity of the intersection of Highway 150 and Koenigstein Road in the last 20 years (1995-2014). During this period, large trucks made a turn at this intersection between 2,746 and 4,943 times without incident. Given this record there is no substantial evidence that the use of the Koenigstein Road/ Highway 150 intersection by oil-related large trucks (including truck-mounted drilling rigs) represents a potentially significant impact on traffic safety.</p> <p>In addition, the County Public Works Transportation Department has confirmed that the road width of the bridge at Koenigstein Road and Highway 150 is 22-feet in width. This equates to two, 11-foot wide lanes. The lane widths on this bridge are consistent with the range of lane widths recommended by the American Association of State Highway and Transportation Officials (AASHTO).</p>
D-6	<p>Refer to Responses to Comment C-5, C-24 and C-29 above. The temporary withdrawal of 10,500 gallons per day (7 gallons per minute) for several weeks to a few months from an aquifer does have to potential to cause a significant effect on other nearby wells or groundwater users according to California Certified Hydrogeologist Brian R. Baca (CHG 398). This rate of groundwater extraction over such a short time period would not cause a substantial drop in water levels.</p>
E. Email by Carol Cohen, 6-4-15	
E-1	<p>Refer to Responses to Comment A-1, B-1, C-4, C-6, C-12, C-14, C-16, C-23, D-2 and D-5 above regarding the proposed use of Koenigstein Road by large trucks associated with the Mirada oil and gas facility.</p> <p>It is recommended that the commenter (and others) obey traffic laws and drive in compliance with the posted speed limit. Neither the permit applicant nor the trucking company retained by the applicant are responsible for the consequences of the illegal actions of others.</p>
E-2	<p>Refer to Responses to Comments C-5, C-29 and D-6 above regarding project water use.</p>
E-3	<p>This comment does not question the adequacy of any specific</p>

	section of the DSEIR. Thus, no specific response is required or possible. The commenter's recommendation will be provided to the County decision-makers.
F. Letter by John Davis, 6-8-15	
F-1	Refer to Responses to Comment D-1 through D-6 regarding the comments on the SEIR provided by Mr. Les Toth.
F-2	This comment does not question the adequacy of a specific section of the DSEIR. Thus, no specific response is required or possible. In any case, the DSEIR was prepared in accordance with the standards set forth in the State CEQA Guidelines. The commenter's opinions regarding the "CUP system" will be provided to the County decision-makers.
F-3	This comment does not question the adequacy of a specific section of the DSEIR. Thus, no specific response is required or possible. The commenter's opinions regarding the "County's lax oversight" will be provided to the County decision-makers.
F-4	This comment does not question the adequacy of a specific section of the DSEIR. Thus, no specific response is required or possible. Refer to Response to Comment C-27.
G. Letter by John Brooks (CFROG), 5-15-15	
G	The comments included in this May 15, 2015 document submitted by John Brooks of the <i>Citizens for Responsible Oil and Gas</i> are duplicated verbatim in the June 9, 2015 document (also submitted by Mr. Brooks) designated letter "C" above. Thus, responses to each of the issues raised herein are found in Responses to Comment C-1 through C-29 above.
H. Email by Michael Shapiro, 6-9-15	
H-1	Refer to Responses to Comment A-1, B-1, C-4, C-6, C-12, C-14, C-16, C-23, D-2, D-5 and E-1 above regarding the proposed use of Koenigstein Road by large trucks associated with the Mirada oil and gas facility.
I. Letter by Rain Perry (CFROG) with attached memorandum from Ed Ruzak, 6-14-15	
I-1	This comment does not question the adequacy of a specific section of the DSEIR. Thus, no specific response is required or possible. It is noted that Mr. Ruzak is a Civil Engineer licensed by the State of California.
I-2	Refer to Responses to Comment A-1, B-1, C-4, C-6, C-12, C-14, C-16, C-23, D-2, D-5 and E-1 above regarding the proposed use of Koenigstein Road by large trucks associated with the Mirada oil and gas facility. The oil tanker trucks that would enter State Highway 150 from

Koenigstein Road are not anticipated to turn westbound since the oil receiving facilities operated by the Crimson Pipeline Company are located to the east in Santa Paula. As illustrated in DSEIR Figure 1, the volume of truck traffic on State Highway 150 associated with the existing oil and gas facility will be reduced from the existing permitted condition. Under the current proposal, the oil-related large trucks would turn left (eastbound) onto State Highway 150 from Koenigstein Road rather than the currently-permitted access point located about 2,000 feet to the west. In each case, the oil-related tanker trucks would be driven across the westbound lane (i.e. would cross the centerline of the highway) and into the eastbound lane, and then be driven to the Santa Paula area.

If the commenter is referring to trucks travelling westbound on State Highway 150 that turn right onto Koenigstein Road, this turn is not substantially different than the right turn onto the currently permitted access located to the west. Based on a review of the turning movement and site distance, the County Transportation Department has found that the use of the Koenigstein/State Highway 150 intersection is safe for project truck traffic.

The increased traffic on Koenigstein Road and State Highway 150 involving tanker trucks and other project-related vehicles is discussed extensively in the DSEIR (see sections 1.0, 2.0, 4.2, Figure 1, and 6.0). As stated in Section 4.2.2 of the SEIR:

"The proposed project includes a limitation of 14 maintenance vehicle (standard pick-up truck) visits to the site per week. This equals 4 one-way vehicle trips per day but does not represent a new impact as the current permit does not limit maintenance vehicle traffic."

This comment does not identify or provide any substantial evidence of a potentially significant traffic impact. Section 15064(f)(5) defines substantial evidence as follows:

"Argument, speculation, unsubstantiated opinion, or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."

No facts are presented in this comment that constitute substantial evidence of a potentially significant impact on traffic circulation or safety. In fact, the comment does not state that a potentially

	significant impact on traffic safety will result from project implementation. This comment constitutes unsubstantiated speculation that "the potential for head on collisions is increased" (by some unspecified frequency) and that increased traffic on Koenigstein Road is "a potential problem" (of unspecified magnitude). In contrast, the conclusion in the DSEIR that the use of the Koenigstein Road/State Highway 150 intersection by oil-related large trucks does not create a potentially significant effect on traffic safety is based on review of the intersection by staff (licensed engineers) of the County Transportation Department and a 20-year record of accident-free use of this intersection by oil-related large trucks. Thus, no changes in the analysis or conclusions presented in the DSEIR are warranted based on this comment.
I-3	The maximum volume of large-truck traffic that would be authorized by the requested modified conditional use permit is 16 one-way trips per week. Any future increase in the authorized truck traffic volume proposed in the future would require another modification of the CUP and additional environmental review.
J. Email by Margot Griswold, 6-15-15	
J-1	<p>Appendix G of the DSEIR includes the verbal and written comments which were addressed at the March 10, 2015 public Scoping meeting for the DSEIR and the County's response to the comments. Appendix G also includes the public comments received during the Notice of Preparation comment period.</p> <p>As noted in DSEIR Appendix G, the baseline setting for the analysis of impacts presented in the SEIR in all issue areas is the environmental conditions present at the time the NOP was released for public review. Thus, the DSEIR evaluates the change from the existing operations that would result from implementation of the proposed project. The DSEIR also addresses whether the existing operations could have a significant effect based on changed circumstances or new information arising after certification of the 1983 FEIR.</p>
J-2	Refer to Response to Comment C-3 above.
J-3	Refer to Response to Comment C-4 above.
J-4	Refer to Response to Comment C-7 above.
J-5	Refer to Response to Comment C-5 above.
J-6	Refer to Response to Comment D-6 above.
J-7	Refer to Response to Comment C-6 above.
J-8	Refer to Response to Comment C-29 above. The proposed project does not involve the installation of a new water well. As noted in Section 4.5.2 of the DSEIR, there have been more than 12,000 oil

	wells drilled in the Ventura Basin. No substantial evidence of contamination of water supplies due to oil and gas activities has been identified.
J-9	Refer to Response to Comment C-2 above.
J-10	Refer to Response to Comment C-8 above.
J-11	Refer to Response to Comment C-11 above.
J-12	Refer to Response to Comment C-12 above.
J-13	Refer to Response to Comment C-13 above.
J-14	Refer to Response to Comment C-14 above.
J-15	Refer to Response to Comment C-15 above.
J-16	The proposed project does not involve the installation of a new injection well. All produced fluids (oil and produced wastewater) will be trucked from the site. The limitation on authorized truck traffic volume (16 one-way trips per week) included in the project description applies to all trucking of produced fluids. This limitation will be incorporated into the recommended conditions of approval to be considered by the County decision-makers.
J-17	Refer to Response to Comment C-20 above. The statement that the "formula for analyzing greenhouse gases in the DEIR is incorrect" is provided without evidence or analysis. Thus, no specific response is possible and a change in the analysis presented in the DSEIR is unwarranted. The DSEIR (and any permit granted) cannot include the requirement to adhere to regulations that are not yet formulated or adopted.
J-18	Refer to Response to Comment C-21 above.
J-19	Refer to Response to Comment C-21 above.
J-20	Refer to Response to Comment C-16 above.
J-21	Refer to Response to Comment C-17 above.
J-22	Refer to Response to Comment C-18 above.
J-23	Refer to Response to Comment C-18 above.
J-24	The CRC (Vintage) Petroleum project that involves the potential drilling of 19 new oil wells is disclosed in Section 3.0 of the DSEIR. The application (PL15-0060) by Mirada Petroleum for a modification of Conditional Use Permit LU11-0041 to authorize the re-activation of the existing oil wells on the Nesbitt Lease accessed from Konigstein Road was filed on April 23, 2015. This was after the Notice of Preparation for the DSEIR was published on February 13, 2015. Thus, the environmental effects of the "reactivation project" are not required to be addressed in the DSEIR pursuant to Section 15126.2(a) of the CEQA Guidelines. In any case, the proposed re-activation of the Nesbitt Lease does not involve the installation of any new wells. The historic truck traffic from this lease is included in the traffic analysis provided in Section 4.2 of

	the DSEIR.
J-25	<p>Refer to Responses to Comment C-23 and J-24 above.</p> <p>The entirety of the proposed modification of the oil and gas facility authorized by CUP 3543 (Case No. PL13-0158) is evaluated in the DSEIR. There has been no "piecemeal review" of a project. The April 23, 2015 application by Mirada Petroleum to re-activate existing oil wells involves a separate lease area and different conditional use permit.</p>
J-26	Refer to Response to Comment C-22 and C-23 above.
J-27	The County has reviewed all of the public comments on the DSEIR and prepared detailed responses to each issue raised. The comments and responses will be provided to the County decision-makers for their consideration.
K. Email by Danny Everett and Tiarzha Taylor, 6-15-15	
K-1	<p>Refer to Response to Comment C-4 above.</p> <p>The proposed project involves the installation of three new oil wells on an existing wellsite and the use of Koenigstein Road to access State Highway 150. The DSEIR evaluates potential project-specific impacts and cumulative impacts to which the proposed action could make a considerable contribution. The 1983 certified FEIR evaluates cumulative impacts of the oil fields in the Upper Ojai area and is incorporated into the DSEIR as Appendix B.</p>
K-2	Refer to Responses to Comment C-5, C-29 and D-6 above.
K-3	Refer to Responses to Comment A-1, B-1, C-4, C-6, C-12, C-14, C-16, C-23, D-2, D-5, E-1, I-2, and I-3 above regarding the proposed use of Koenigstein Road by large trucks associated with the Mirada oil and gas facility. Note that the proposed project would not involve the nighttime trucking of produced fluids from the facility.
K-4	<p>This comment does not question the adequacy of a specific section of the DSEIR. Thus, no specific response is required or possible. In any case, the DSEIR has been prepared in accordance with the State CEQA Guidelines and adequately evaluates cumulative impacts. Refer to Responses to Comment C-4 and J-25 above.</p> <p>The phrase "400 oil permits issued since 2012" appears to reference an April 28, 2015 letter by the Environmental Defense Center (EDC). The EDC letter includes the following statements:</p> <p><i>"In total, Ventura County RMA staff exercised discretionary review and authorization of 23 new or redrilled oil wells from April 2012 to April 2014."</i></p>

	<p><i>"...according to our review of DOGGR monthly reports, that state agency issued permits for 430 new or redrilled oil wells in Ventura County during the same April 2012 to April 2014 timeframe."</i></p> <p>The above statements are inaccurate and misleading. The County has confirmed with DOGGR that during the subject 2-year period, DOGGR only issued permits for 125 new or redrilled oil wells.</p> <p>This comment also mentions an oil production project near St. Thomas Aquinas College. This appears to refer to the CRC (Vintage) Petroleum project currently under review by the County. This project is described in Section 3.0 of the DSEIR.</p>
L. Letter by John Davis, 6-15-15	
L-1	Refer to Responses to Comment C-23, J-24 and J-25 above.
L-2	<p>Refer to Responses to Comment C-23, J-24 and J-25 above. The wells located on Federal land are not subject to County land use regulation. In any case, the Mirada federal wells are included in the analysis of cumulative traffic on Koenigstein Road provided in Section 4.2 of the DSEIR and Appendix D of the DSEIR. Decisions by oil operators to re-activate an idle well or to turn off an operating well are routine oil field activities that do not require any authorization from the County. The re-activation of an idle well does not constitute a new well.</p> <p>Note that Mirada Petroleum is not the operator of the oil and gas facility authorized by CUP 15.</p>
L-3	This comment does not explain which number is considered "inaccurate." Thus, no specific response is required. In any case, this comment does not question the adequacy of the analysis of environmental impacts included in the DSEIR. Thus, no response is required. Note that a complete record of all oil wells in the County of Ventura is available from DOGGR and is posted online at the DOGGR "well finder" website.
L-4	Refer to Responses to Comment A-2, B-4, and B-5 above.
L-5	Refer to Responses to Comment B-4 above.
L-6	Refer to Responses to Comment A-1, B-1, C-4, C-6, C-12, C-14, C-16, C-23, D-2, D-5, E-1, I-2, and I-3 above regarding the proposed use of Koenigstein Road by large trucks associated with the Mirada oil and gas facility.
L-7	The trucks associated with the proposed oil and gas facility on the Agnew Lease would travel across Bridge #326 that spans Sisar Creek. The County Transportation Department has determined that this bridge is adequate for use by project-related trucks. Note that the County bridge on Koenigstein Road for which concerns have been expressed is Bridge #336. This bridge spans Bear Creek and

	<p>would not be used by project-related trucks.</p> <p>The type of truck to be used to transport produced fluid from the Agnew facility will remain the same as under current operations. According to the applicant and its contractor (Telluric Petroleum Transport, Inc.), the vehicle used for fluid transport from the Agnew Lease is comprised of a 24-foot long, 8-foot wide truck with a 24-foot long, 8-foot wide trailer. The total length of the vehicle is 55 feet, including the hitching tongue. The combined weight of the truck and trailer is 51,000 pounds when fully loaded.</p> <p>Depending on size, a truck-mounted drilling rig may be required to obtain a County Oversized Vehicle Permit for travel on County roads, including Koenigstein Road. Should an encroachment permit be required, the County Transportation Department would review the characteristics of the proposed rig and the structural characteristics of Bridge #326 to ensure safe use of this public facility.</p>
L-8	<p>Oil and gas facilities operate under ministerial permits issued by the Ventura County Air Pollution Control District (VCAPCD). As part of the VCAPCD's review of requested permits, the identity of the permit holders and the appropriate accounting of emission credits is verified. This comment does not provide any substantial evidence of a potentially significant impact related to air quality.</p>
L-9	<p>Refer to Response to Comment C-11 regarding the level of traffic on State Highway 150 in the vicinity of the project. As documented in CALTRANS data, there has not been a substantial increase in traffic on State Highway 150 in the vicinity of the project. Furthermore, the requested modified CUP would result in a reduction of permitted traffic on this highway. Refer to Section 4.2 of the DSEIR.</p> <p>There has not been substantial new development in the Koenigstein Road area since 1983. The area remains sparsely developed with scattered residences and oil facilities.</p>
L-10	<p>Refer to Responses to Comment A-1, B-1, C-4, C-6, C-8, C-12, C-14, C-16, C-23, D-2, D-5, E-1, I-2, and I-3 above regarding the proposed use of Koenigstein Road by large trucks associated with the Mirada oil and gas facility.</p> <p>The 1983 certified FEIR states that the use of the Koenigstein Road/State Highway 150 intersection by oil-related large trucks could be unsafe. The DSEIR re-evaluates this determination based on 20 years of new data on the use of this intersection by oil-related large trucks, an evaluation of site distance, and a review of</p>

	truck turning movements. From 1995 to 2014, trucks were driven southward on Koenigstein Road and turned onto State Highway 150 an estimated 2,746 to 4,943 times. There is no record or other evidence of any accidents involving oil-related trucks during this period.
L-11	<p>This comment does not question the adequacy of a specific section of the DSEIR. Thus, no specific response is required or possible. In any case, the DSEIR was prepared in accordance with the standards set forth in the State CEQA Guidelines.</p> <p>The commenter's opinions will be provided to the County decision-makers.</p>
M. Letter by Dianna Watson (CALTRANS), 6-12-15	
M-1	As discussed in Section 1.1 of the SEIR, the use of the Koenigstein Road/State Highway 150 intersection by oil-related trucks was found in 1983 by the County decision-makers to be potentially unsafe and the operator was required to use an alternate access route to the drill site. The DSEIR re-evaluates this determination reported in the 1983 FEIR based on 20 years of data on the use of this intersection by oil-related large trucks, an evaluation of site distance, and a review of truck turning movements. From 1995 to 2014, trucks were driven southward on Koenigstein Road and turned onto State Highway 150 an estimated 2,746 to 4,943 times. There is no record or other evidence of any accidents involving oil-related trucks during this period. Refer also to Response to Comments C-6 and C-8 above.
M-2	<p>The reconstruction of the now-destroyed access road that extended westward across Sisar Creek from the Agnew drillsite is not considered feasible or necessary. As explained in Section 4.2.2 of the DSEIR, the reconstruction of this access route is not feasible or warranted given the availability of an adequate public road.</p> <p>It is acknowledged in the DSEIR that the use of the Koenigstein Road/State Highway 150 intersection by oil-related large truck traffic is not authorized under the existing CUP. However, Koenigstein Road is a public road that can be used by any citizen unless such use is determined to be unsafe. Based on the available information, the County has not identified an unsafe condition and have allowed the truck use to continue while the current CUP application is processed. The requested modified CUP would authorize the use of the Koenigstein Road/State Highway 150 intersection.</p> <p>This comment does not question the adequacy of any specific section of the DSEIR. Thus, no specific response is required.</p>

M-3	<p>Staff of the County Transportation Department (CTD) examined the Koenigstein Road/State Highway 150 in response to CALTRANS concerns regarding sight distance as expressed in the June 12, 2015 letter by Dianna Watson. CTD staff determined that the sight distance at this intersection is adequate for the posted speed limit and that warning lights are not required given this available sight distance. The County has not identified a nexus to require the applicant, as part of the discretionary permitting process, to install such road improvements.</p> <p>The County of Ventura Public Works Transportation Department has reviewed the proposed project and determined that the limited use (16 one-way trips per week) of this road by large trucks associated with oil and gas operations would not create a new significant impact on traffic circulation or safety at the Koenigstein Road/State Highway 150 intersection. This conclusion is based on a review of the physical characteristics of the intersection, including road widths and site distance, the low volume of existing and proposed truck traffic, the low volume of non-truck traffic, and the lack of any truck-related accidents in the 1995-2015 period that this intersection has served as access to the oil facilities located off of Koenigstein Road. No accidents involving trucks occurred at this intersection despite the 2,746 to 4,943 turns made by oil-related trucks during this 20-year period.</p>
M-4	<p>The DSEIR reports that there is no evidence that an accident involving an oil-related truck occurred at the intersection of Highway 150 and Koenigstein Road during the 1995-2014 period. During this 20-year period, oil tanker trucks made between 2,746 and 4,943 turns at this intersection. Given this record, there is no substantial evidence that the use of the Koenigstein Road/Highway 150 intersection by oil-related large trucks represents a significant impact on traffic safety.</p> <p>The County Transportation Department has confirmed that the road width of the bridge at Koenigstein Road and Highway 150 is 22.1-feet. This equates to two, 11-foot wide lanes. The lane widths on this bridge are consistent with the range of lane widths recommended by the American Association of State Highway and Transportation Officials (AASHTO).</p> <p>The type of truck to be used to transport produced fluid from the Agnew facility will remain the same as under current operations. According to the applicant and its contractor (Telluric Petroleum Transport, Inc.), the vehicle used for fluid transport from the Agnew Lease is comprised of a 24-foot long, 8-foot wide truck with a 24-</p>

	<p>foot long, 8-foot wide trailer. The total length of the vehicle is 55 feet, including the hitching tongue. The combined weight of the truck and trailer is 51,000 pounds when fully loaded. The operation of this truck does not require any special permitting from the State or the County. The County Transportation Department has confirmed that the size of the truck will be in conformance with width and load limits established by CALTRANS.</p> <p>The County Transportation Department evaluated the site distance at the Koenigstein Road/State Highway 150 intersection and found it to be adequate for the proposed use. Improvements such as warning lights are not warranted given the very low volume of proposed traffic and the 20-year record of safe intersection operations.</p> <p>The bridge in question is entirely within County jurisdiction. The County Transportation Department has found that the bridge is rated as structurally adequate for legal loads. Given the low volume of existing traffic on this dead-end road, the County Transportation Department finds that the very low volume of proposed truck traffic on the Sisar Creek bridge and Koenigstein Road does not constitute a significant safety hazard. Thus, widening of the bridge or installation of other roadway improvements are not warranted or required.</p>
M-5	County staff will contact CALTRANS staff to discuss the issues involving the use of State Highway 150.

A

Boero, Kristina

From: Rain Perry <mizzperry@gmail.com>
Sent: Friday, May 08, 2015 11:37 AM
To: Boero, Kristina
Subject: Draft SEIR Mirada Petroleum CUP Case No. PL13-0158

Dear Ms. Boero,

I'm writing to object to the approval of the SEIR in Mirada Petroleum CUP Case No. PL13-0158 on several grounds.

1. The intersection of Highway 150 and Koenigstein Road is dangerous and the County must do a full traffic study. As a resident of Upper Ojai, I drive past it once or twice a week, and have many times had to hit the brakes because someone pulled out in front of me as I made the turn. There are blind corners in both directions and you almost couldn't choose a worse location for tanker trucks to be taking up two lanes. Also, I have friends who live up on Koenigstein and I drive up to their houses often. It is difficult to make the turn from Koenigstein to the highway in a passenger car without venturing into the oncoming lane. Large trucks cannot do it.

A-1

The argument that "no accident has happened yet" so we don't have to worry about accidents happening in the future is specious. By that logic, why should I wear my seatbelt? Why does the county require businesses to install earthquake retrofitting?

2. It is unconscionable that the County of Ventura is rewarding Mirada Petroleum for 20 years of violations and forcing the public to bear the risk of trucks at that corner in order to prevent Scott Price from incurring the cost (fixing a bridge) of doing his business. This is the kind of thing that makes the public increasingly concerned about the Planning Department's priorities. At every turn, it seems the oil companies' interests trump ours.

A-2

The oil industry is already granted special treatment because of their vested rights in antiquated CUPs. When the County of Ventura has an opportunity to require modern safety standards, it has an obligation to do so.

A-3

For these reasons, I urge the Planning Department to reject the SEIR.

Thank you,
Rain Perry
12486 Sisar Road
Upper Ojai, CA 93023

WALK YOUR TALK PRODUCTIONS

May 11, 2015

MAY 14 2015

B.

Kristina Boero
Ventura County Planning Division
800 So. Victoria Ave.
Ventura, CA 93009

Dear Ms. Boero:

How is it that a company (Mirada Oil) can flagrantly break the law, repeatedly since 1995 and then be given a reward? Really, it's almost that simple.

Almost, but not quite. Anyone who drives Hwy. 150 on the Ojai-Santa Paula mountain pass knows how dangerous it can be in the best of circumstances. Do you drive it? Do you know about the blind curve right past Koenigstein Road, where people come whizzing around the corner? Have you experienced how narrow these old roads are?

Have you seen how big trucks turning radius completely block the road there? It's a catastrophe waiting to happen and we're simply lucky that people haven't died yet. And if a car should slam into an oil truck, resulting in either a spill into the stream or worse, an explosion that could not only kill those involved but ignite a forest fire, what then? Do we wring our hands and wonder how it could have been prevented? Where is the regulatory or enforcement thinking that has allowed this to go on for so long? To even consider giving them increased business revenue via Koenigstein access is criminal neglect.

That bridge that Mirada was supposed to be using on the auxiliary road access to their sites washed out in 1995. If it's a private road/bridge, then why haven't THEY paid to have it rebuilt? Because oil revenues are so lean that they couldn't afford it? Please. If it's a public road/bridge, then why hasn't the County repaired it?

The fact of the matter is that the Ventura Planning Division has been rubber-stamping permits for oil interests over public health and welfare for years and is only now starting to get sincere public blowback. Consider this letter part of that blowback. (I'm not even touching on the danger to our aquifers and air quality that result from fracking.)

This illegal behavior of using Koenigstein Road for their trucks MUST STOP. Fines and legal redress are long overdue. Mirada Oil does not deserve to widen their scope of activities. They have proven their disdain for public law for 25 years in this county. Why would we even begin to believe that they would now be good citizens with new wells?

Fix the bridge and curtail their expansion. For the good of all.

Respectfully,

Dulanie Ellis
Concerned citizen of the Ojai Valley

206 SO. BLANCHE ST., OJAI, CA 93023
OFFICE: 805-640-1133 CELL: 805-798-0158 FAX: 805-640-7899
WWW.WALKYOURTALKPRODUCTIONS.COM

B-1

B-2

B-3

B-4

B-5



Comments on Mirada Agnew Project

Kristina Boero
Ventura County Planning Division
800 So. Victoria Ave.
Ventura, CA 93009

Dear Ms. Boero:

June 9, 2015

The draft Environmental Impact Report (EIR) on the Mirada Agnew project is inadequate in part because it failed to complete the study recommended in the original EIR. There was a scoping hearing and questions and comments were submitted to you to be considered in the Supplemental Environmental Impact Report (SEIR). It is as if the hearing and the testimony did not happen which leaves the public in the position of responding to an inaccurate by omission staff document that is rife with conclusionary statements unsupported by evidence.

CEQA cumulative impacts

Jeff Barnes, County Counsel, said at a Planning Commission hearing of a zoning clearance appeal brought by Los Padres Forest Watch in early 2015, "when we have the opportunity to review a CUP, we had better get it right."

The 1985 Final Environmental Impact Report (FEIR) on CUP 3319 called for a thorough study of the flora and fauna in the Upper Ojai as part of a cumulative review of the potential harm to the environment that decades of oil operations might have done. The

JUN 10 '15 AM 10:46

FEIR is not the product of a study by the Planning Department ratified by the Board of Supervisors. Rather, it is the culmination of a lawsuit successfully brought by local citizens that resulted in a published opinion by the 2nd District Court of Appeal to force the Planning Department to study the cumulative impacts of oil and gas development in Upper Ojai. The DEIR omits the important fact that the FEIR contains a statement from the biologist charged with assessing the impact of oil and gas operations on Sisar and Bear Creeks that says the time of year was not suitable for making the required evaluation. Therefore, as a condition of approval of the FEIR, a recommendation was made to do a multi-agency task force study of the flora and fauna in the immediate future. As we pointed out in our comments at the scoping hearing, there never was such a study. Planning Staff dismissed the suggestion of the study by saying it was just a "recommendation." So now for the first time, in this supplemental EIR, we have the opportunity (responsibility) to look at the flora and fauna in a sensible, thoughtful manner to assess the historical and future health of the ecosystem in Upper Ojai. Ventura County General Plan Resources Appendix includes four pages of promises to the public about our biological resources. The section concludes, "The interdependence of all life forms and the ecological needs for a stable and well-balanced environment must be recognized so that a healthy coexistence between human and natural biological communities can be assured."pg.59. This project is adjacent to one of the oldest and largest unregulated oil and gas production CUP's in Ventura County. Thus, we need to take this unusual opportunity to study the flora and fauna in a sensible, thoughtful manner to assess the historical and future health of the ecosystem. "We had better get it right."(Jeff Barnes)

C-2

In Whitman vs. Board of Supervisors, the lawsuit painstakingly brought by citizens thirty years ago on this very CUP, an EIR is defined in Public Resources Code section 21061 as "an informational document," the purpose of which "is to provide public agencies and the public in general with detailed information about the effects which a proposed project is likely to have on the environment; to list ways in which the [88 Cal.App.3d 406] significant effects of such a project might be minimized; and to

C-3

indicate alternatives to such a project.”fn.3. This SEIR does not meet that standard.

C-3

Cumulative Effects of “antiquated CUP permits”

Against this backdrop, it must be understood that Ventura County has determined that any oil and gas CUP, regardless of its potential or past environmental impacts, must be treated as frozen in time. In other words, whatever conditions were contained in the CUP at the time it was granted are the extent and limit of any future permitting. Upper Ojai has the largest and probably the oldest CUP in Ventura County. CUP 15 encompasses 7880 acres on the southern half of the Upper Ojai Valley. Four more antiquated CUP’s cover the adjacent Silverthread Field and Sisar Creek Field. There has never been any CEQA review in the forty-five years since the law was enacted on any of these oil permits. As of March, 1979, there were about 195 producing wells in the Ojai Oil Field (Silverthread, CUP 15, and Sisar areas). Now, in 2015, there are still no conditions, NOR TIME or DRILLING LIMITS on those CUP’s. This is the environmental setting of the project before us today,

C-4

Major CEQA Triggering Event

Substantial changes to the conditions under which the permit was issued have occurred which must trigger a CEQA review. Today, California is in an unprecedented 1500-year drought. Governor Brown has declared a drought state of emergency. All water agencies, all members of the public, and all industries have been tasked with cutting their water use by 25% and 32% percent in Ojai. The implications of this extreme drought do not just affect the use of hundreds of thousands of gallons of water to drill an oil well. The water to drill this well will come from the water well located on the property. That same aquifer provides water to dozens of private homes in the immediate area. The heavy draw on that one water well may affect nearby homeowners and the production of their own wells. Water wells are drying up and new ones are being drilled at a record pace (see water well permits issued in 2014 and 2015 in the Ojai Valley). These new wells are

C-5

often deeper and perhaps entering new aquifers of untapped water. The County has provided no data or analysis regarding this environmental issue. Neither the County nor the public have any idea what impact oil and gas drilling, production, or completion techniques may have on the rapidly diminishing water in this area. We, the citizens of Upper Ojai, call upon our Resource Management Agency to complete a scientific study of the possible serious environmental impacts, cumulative or project specific of drilling new oil wells during this unprecedented drought.

C-5

The drought has put the flora and fauna of Upper Ojai under extreme stress.

CalFire has just completed an aerial survey of the number of dying and dead trees in California National Forests. According to this report, there are 999,000 acres of dead trees. (AP News story). The Upper Ojai Summit Fire Station just submitted a report to Ventura County Fire Department on the effects of the drought on the Upper Ojai protected oak forests. Preliminary information puts the tree death rate at about 20%. Fish and Wildlife just issued a public statement that many species of wild animals are abandoning their young as a matter of survival. "California Department of Fish and Wildlife officials said drought has forced more bears and deer to venture onto mountain highways, where many are struck and killed by vehicles." (LA Times Veronica Rocha, 2015). The addition of three new oil wells on an existing well pad near Sisar and Bear Canyon Creeks is an unnecessary risk in today's drought climate. The effects of truck traffic, drilling rigs, air pollution, noise, increased human activity, and the potential for an accidental oil or brine water spill might just prove to be the additional critical impact that causes a permanent crash in a species population.

C-6

If we don't take the time and opportunity now to study the cumulative effects of all of the oil and gas activities on the environment over the past 30-100 years when we have a conditioned, expired CUP adjacent to the non-conditioned CUP's, when will this ever be done? Continuing to permit oil and gas CUP's in Upper Ojai without cumulative effects studies is to violate the purpose and intent of CEQA.

C-7

Traffic and safety Concerns at Koenigstein Road intersection with Hwy 150

The FEIR of 1983 determined that the intersection of Koenigstein Road and Highway 150 is too dangerous for large oil trucks. It is up the applicant to disprove that finding. The DEIR references a traffic study done by Public Works. There is no reference in the traffic study that Koenigstein Road is determined unsafe for oil trucks. In order to overturn that finding, there must be some evidence that changes have occurred in either the type of trucks or angle of the turn to warrant the reversal of a long-standing finding. Apparently, planning staff created a video of a truck making the turn successfully. There is also evidence in the record that an oil truck hit the bridge while attempting to make the same turn. This accident was the one of the final incidents that stopped the old flagman experiment and triggered the final determination that the intersection is unsafe. The flagman did not work because he did not show up with any regularity.

C-8

If you visit the bridge today, immediately after the intersection on Koenigstein Road you will see evidence of large scraping on the guardrails of the bridge. There was no witness to the cause of the scraping. However, the lack of specificity does not affect the fact that vehicles hit the bridge because the turn is too tight.

C-9

The DEIR tries to assert that the number of truck trips will be reduced by the condition of this permit. The notion is absurd. The number of truck trips permitted on Koenigstein Road is currently zero. Any truck on that road is an INCREASE in truck volume. The next assertion is that since the applicant has been unlawfully using the road in violation of the CUP, that use somehow proves that the applicant can safely use the road. Rather than assessing a penalty for the long-standing violation of the CUP, Ventura Planning is rewarding the oil company by trying to assert that this permit represents a reduction in risk.

C-10

The primary responsibility of Ventura County Government is to protect the health, safety, and welfare of the community. The

C-11

County's CEQA responsibility is to produce data driven analyses supporting any change in this condition.

The DEIR presents incorrect data regarding the traffic volume. According to County representations, CALTRANS data on Highway 150 logs the ADT at 2900, the same as it was in 1983. CFROG checked the same CALTRANS data and for 2013 it was 3900 ADT, about a 25% increase since 1983. It has not remained static for 30 years as the DEIR asserts. Additionally, Koenigstein Road is the only entrance to a housing subdivision that was permitted in early 2000. The volume of residential traffic has steadily increased as available lots have been purchased and developed. Accurate and up-to-date traffic numbers must be obtained in order to draw any accurate conclusions about traffic patterns or circulation.

C-11

Substantial evidence including a 2nd District Appellate Court Case (Whitman v. Ventura County Board of Supervisors) in the record supports the fact that the Koenigstein Road intersection has been determined to be unsafe for large oil tanker trucks. The County incorrectly asserts that the intersection is safe based upon data that is incomplete and inaccurate.

C-12

In State of California v Superior Court, the court found that an EIR is presumed adequate and the petitioner (applicant in this case) has the burden of proving otherwise.

"An agency abuses its discretion if it fails to proceed in a manner required by law or if substantial evidence in the record does not support the agency's decision. (Save Our Peninsula Committee v. Monterey County Bd. of Supervisors (2001) 87 Cal.App.4th 99, 117.) "[A]n EIR is presumed adequate [citation], and the [petitioner] in a CEQA action has the burden of proving otherwise." (State of California v. Superior Court (1990) 222 Cal.App.3d 1416, 1419.)"

C-13

Without a thorough study of this intersection by a certified traffic engineer mutually selected by the Planning Department and the public, there can be no lawful change in existing circumstances.

C-14

This request for a twenty-five year use entitlement is extremely risky to the public and puts the County at great risk of a lawsuit in the event of an accident. Furthermore, such a traffic study should include a projection of traffic volumes for the 25-year life of the entitlement. The health and safety of the public are at stake.

C-14

The SEIR must also include the precise size of trucks that will be used to service these three new oil wells, three existing oil wells and one redrilled well. It can be reasonably assumed that the amount of produced oil will increase, so if the number of trucks is decreased, the logical conclusion is that the service trucks will be needed to be larger. In order to assess the Public Works memo reversing the FEIR, we need a precise description of each truck that will remove oil or brine water from the CUP, both now and into the future life of the CUP.

C-15

Data from VC Fire Department

The Summit Fire Department should be consulted for two reasons. The number of accidents that they have responded to on Highway 150 and the type of accidents should be analyzed. Additionally, the Summit Fire Station is being relocated because of its dangerous location on Highway 150 on a blind corner. It was determined that the turn onto Highway 150 for fire trucks presented a danger to motorists and fire department personnel. There has been no accident involving a fire truck departing that fire station. The intersection in question at Koenigstein Road and Highway 150 is mid-section between two blind corners. Since the environmental situations are analogous, the environmental review should incorporate and evaluate the study that supports this relocation finding.

The second analysis of fire department records should cover the number and type of the response calls to oil and gas incidences in Upper Ojai. Without that careful analysis of accidental emergencies already in the record, the public cannot be reassured as to the implications of the safety of further development.

C-16

Pipeline Alternative and Bridge Rebuild Alternative

CUP 3345 contains the following under statement of overriding consideration number 9: "The nearest pipeline is the Arco Four Corners Pipeline located south of Highway 150. Condition 49 requires that connection to an oil pipeline be done when production averages 350 barrels of oil per day (about two trucks per day)." The DEIR permits an average of 1.1 tanker trucks per day or 2.3 one-way trips per day. However, a second application just submitted by the same operator to use Koenigstein Road would create an additional amount of oil and a commensurate increase in tanker truck traffic that may put the amount of truck trips at or over the two trucks per day condition. There is no way to assess the number of trucks per day that would be needed by this applicant for both of the Koenigstein oil fields unless the facts presented are specific to this applicant only. Since most oil companies in the immediate area successfully use a commercial pipeline for shipping their oil and gas, there is evidence that the same alternative would be viable for this operator. The use of the commercial pipeline merits a complete analysis of all costs under current conditions weighed carefully against the risks of using Koenigstein Road for large oil truck traffic. Since the applicant owns both the Agnew and Nesbitt and Harth leases, the analysis should include the costs of building a pipeline through the Nesbit/Harth land to keep all oil trucks off of Koenigstein Road.

C-17

Likewise, there is no analysis of the cost of repairing or rebuilding the washed out bridge over Sisar Creek. The DEIR puts forth no evidence to support the assertion that Fish and Wildlife might not allow the reconstruction of the bridge. The conclusionary information provided for the public regarding this critical issue is woefully incomplete and dismissive. Public Resources Code section 21153 requires a public agency preparing an EIR to consult with and obtain comments from "any public agency which has jurisdiction by law with respect to the project..."fn.8. Section 15029.6 include in this category of public agencies "...the area in which reside those citizens most directly concerned by such environmental effects..."fn.9

C-18

The list of agencies that should be consulted as to all aspects of this DEIR include: City of Ojai, City of Santa Paula, United States Forest Service, California Department of Fish and Wildlife, United States Soil Conservation District, Regional Water Quality Control Board, Ojai Resource Protection District, Sesar Water District, Ventura County Watershed Protection District, California Department of Transportation, California Highway Patrol and the Ojai Unified School District, Summit School. This task must be taken seriously. It is not only the law, it is the imperative that our environment be protected to the fullest extent. Therefore, we need the knowledge and expertise of all jurisdictional agencies to submit written comments.

C-18

In this DEIR, the lead agency, Ventura County Planning, submitted an erroneous Notice of Preparation (NOP) to the State of California Clearinghouse and Planning Unit. The NOP is erroneous because it only states in the project description that the modification of CUP 3543 is for the "continued maintenance of an existing oil and gas exploration and production operation (Agnew lease area) for an additional 25 years." It does not mention the applicant's request to drill three new wells and redrill a fourth well nor to change its access to authorize the use of a currently prohibited, dangerous road. This is an additional reason that County Planning must contact all listed agencies directly for their input.

C-19

There is no mention of the natural gas that will be produced on this CUP. The disposition of the gas has not been discussed or evaluated. The **Agnew well records on this site indicate a history of problems with APCD over flaring and disposition of the gas due to its high hydrogen content.** The current plan and an analysis of each possible use or disposition of the gas must be included in the SEIR.

C-20

Sesar Creek and Endangered Steelhead Trout

1. The DEIR fails to demonstrate or include any evidence that this project will not substantially impact Sesar Creek from possible contamination from oil spills, hazardous chemical

C-21

spills, and brine water spills. Sisar Creek consists of about 7.4 stream miles and is tributary to Santa Paula Creek. It flows southeast, entering Santa Paula Creek near the area of Sulphur Springs. In 1975 as part of a study of freshwater fishes and habitat, Sisar Creek was surveyed and multiple and "abundant" fish were observed with excellent summer holding water, abundant food, adequate cover and suitable water temps..." (Moore 1980a). Sisar Creek was surveyed again in 1992 and was absent any Steelhead fish. In 2007, one steelhead was observed in four locations that were surveyed. (Stillwater, USFW 2007)

There is an alarming decline in the number of steelhead trout in Sisar Creek. Since this is critical habitat for steelhead trout, the lack of any mention of the species in this DEIR is further evidence of its inadequacy. The project site is adjacent to the East Fork of Sisar Creek. However, there are hundreds of oil wells on the "antiquated" CUP surrounding this project that are also adjacent to Sisar Creek. It can be reasonably assumed that the cumulative effects of the almost 100 years of oil production has had a major negative impact on the quality of the water and habitat in Sisar Creek. During 100 years of oil production, not one study has been done to assess the effects of oil production activities on the environment in this area. Within the past 3 months there was an oil pipeline break in the immediate vicinity of CUP 3319 near Sisar Creek. While no oil penetrated the creek, it was a very close call. Today, especially during this extreme drought and in order to comply with the Federal Endangered Species Act, the County must study the effects of oil and gas production on the Endangered Steelhead Trout in Sisar Creek to determine if there is anything that can be done to reinvigorate this habitat.

New Application to reopen Nesbitt Field which should have been abandoned within 2 years of May, 2013. To date the wells are

C-21

C-22

not idled (per DOGGR) as required by current terms of the CUP.

C-22

Mirada has made application with Ventura County Planning Department to reopen an oil field that the operator promised to abandon to abate his violation of **illegally using Koenigstein Road for approximately 20 years**. Planning staff incorrectly state in the DEIR that the Planning Commission found the intersection of Koenigstein Road to be safe in a 2013 hearing. Quite the contrary. Prior to the Planning Commission hearing, the applicant withdrew his request to use Koenigstein Road and agreed to **abandon all oil wells** using that access in order to abate the violation of its use of Koenigstein Road. Because the violation was removed from the CUP, permission to drill 9 oil wells on the same CUP accessed by a different road was granted. However, the wells were never abandoned. This new application is premised upon the approval to use Koenigstein Road granted in this SEIR. In fact, the second activity is dependent upon the first activity. The applicant has not abandoned the oil field within two years as promised and has submitted a statement in writing to Planning Staff that he never intended to abandon the oil field. Both the County and the applicant were simply waiting for this questionable permission to use Koenigstein Road to be granted.

C-23

The full cumulative impacts of the full development of both of these oil CUP's must be analyzed in this SEIR.

In order to provide the public with a thorough and acceptable EIR for this new project, CFROG is requesting:

1. A County approved biologist do a comprehensive review of the cumulative and project specific effects of decades of oil and gas activities on the flora and fauna of Upper Ojai as was required by the Appellate Court decision in the Whitman case. This review

C-24

must include an analysis of the possibility of further harm due to the circumstances of the current unprecedented drought.

C-24

2. A mutually agreed upon (public and planning staff) third party traffic engineering firm be retained to complete a thorough study of the intersection of Koenigstein Road and Highway 150 including the immediate entry onto the bridge after making the turn. This study must incorporate the Fire Department study supporting its decision to move its fire station due to the dangerous conditions on Highway 150 and its many blind turns.

C-25

3. Fish and Wildlife state in writing how the Steelhead Trout is faring in Sisar Creek and how oil and gas activities, including direct pollution and increased sedimentation, have affected the endangered species in the past and how increased activity may affect the species in this critical habitat in the future. Additionally, the County, as lead agency should conduct its own study of the cumulative impacts of oil and gas activity on the two trout streams in Upper Ojai, Sisar and Santa Paula Creek. Both of these streams were historically excellent fishing streams, now there is no active fishing in either stream.

C-26

4. A third party consulting firm, not affiliated with the applicant either in the present or in the past, provide an detailed analysis of the efficacy of either requiring the applicant to rebuild the washed out bridge or utilize a pipeline to transport oil and brine water from both the lower and upper CUP's on Koenigstein Road owned by the applicant. This study must include an analysis of current and future traffic for the duration of this permit. If a reasonable projection cannot be made for the years into the future, then there must be a time limit on the permission that reflects the accurate projection capabilities. This analysis will then allow the public to understand and weigh whether to grant its support for the applicant to use Koenigstein Road for oil tanker trucks for the next 25 years.

C-27

5. The Upper Ojai is located in an "extreme fire danger" designation. An analysis of the increase in the risk of wildfire harm to citizens and their property from oil and gas activity is long overdue. The recent fire in three oil storage tanks in Hopper

C-28

Canyon just miles away from this area, home to dozens of oil storage tanks, is reason for concern that the same type of incident could occur here. That fire was not catastrophic because the air was damp and there was a very light wind. What might occur in a dry, east wind? Included in this study must be an inventory of the hundreds of pipelines that lace the hillsides of Upper Ojai. Some of these pipelines predate DOGGR. Most of them are above ground pipelines carrying crude oil, compressed gas, and sometimes unseparated crude oil and natural gas in the same pipeline. Many of these pipelines are as much as 80 years old. Most of these pipelines are above ground and, as such, they are ultimately the responsibility of the County of Ventura. So, for the first time in over 100 years of oil production in Upper Ojai, we are calling study of the increased fire dangers and the pipelines and possible mitigations that could be included to protect the citizens from wildfire danger.

C-28

6. A study of the aquifers and water quality in Upper Ojai as affected by the drought and 100+ years of oil and gas activities. This study must include mitigations for oil and gas industry water use. It must also include future projections of water sustainability in this area dependent upon fresh water wells.

C-29

Respectfully Submitted,

John Brooks

President CFROG

D.

Mirada Petroleum Oil and Gas Project
Case No. PL13-0158
Attn: Kristina Boero

May 28, 2015

Dear Ms. Boero,

My comments regarding DSEIR PL13-0158. The Project Description Section of the DSEIR is incomplete and the Traffic Circulation and Safety Section of the DSEIR did not take into consideration information not provided by the applicant. Additionally, other sections of the DSEIR listed below are lacking sufficient environmental safeguards. Please have the applicant provide the information requested below, have the County analyze this additional information, make appropriate recommendations and incorporate the suggested Requirements in the FSEIR.

D-1

PROJECT DESCRIPTION:

The DSEIR states that "During temporary drilling operations, it is anticipated that a few truck trips would occur per day to deliver drilling fluids (mainly water) to the site. A truck-mounted drilling rig would be moved onto the site and remain for a few weeks per each well."

The DSEIR does not adequately describe or analyze the impacts of the delivery and removal of the drill rig and associated drilling materials and equipment used during drilling. The Whittier EIR states that 30 large trucks would be used to transport the drill rig and supporting equipment to the drill site with up to 15 round trips per day. Some of these large trucks are Cozad's up to 70 foot long and weighing 90,000 lbs.

D-2

Task PD 1: Please have the applicant describe size and weight of loaded trucks and the number of truck trips required during the drilling operations, including delivery and removal of drill rig and associated drilling materials and equipment. The applicant should identify a typical drill rig they intend to use and obtain the above required information from the drill rig owner or transporter.

Section 2.5 of the Project Description, page 20 describes existing equipment located on the project site. There is no mention of additional equipment the applicant proposes to install to accommodate the anticipated increased production on the site. There should be a requirement that prohibits installation of additional equipment without prior County approval.

D-3

Requirement PD 1: Installing or adding equipment other than what is described in the SEIR is not permitted. If installation additional equipment is requested by the applicant, revision of this SEIR and environmental review pursuant to CEQA would be required, including presentation to the public and approval by the Ventura County decision makers.

NOISE:

The Requirement proposed in the Noise Section of the DSEIR is inadequate. A single sound barrier installed during drilling, as proposed by the applicant, may not be sufficient to comply with County Noise Ordinance.

SESPE Consulting Inc. in their June 20, 2013 report relies on the Whittier EIR as the basis for their noise analysis and calculations, however to assure compliance with County noise ordinance the same requirements as Whittier are not mandated by the County in this DSEIR. To assure compliance with the City of Whittier Noise Ordinance the Whittier City Planning Commission imposed continuous noise monitoring and other noise reduction requirements during drilling operations. The same requirements should be imposed on this applicant.

Requirement N1: The applicant shall retain an acoustical consultant, approved by the County, to continuously monitor noise levels near sensitive receptors during drilling operations. The County shall have the authority to issue citation and shut-down drilling operations if the noise criteria are exceeded.

Requirement N2: To minimize noise during drilling between 7 pm and 7 am, all back-up OSHA required noise indicators shall be disabled and flaggers shall be used instead. Flaggers are allowed by OSHA.

Requirement N3: The applicant shall institute Quiet-Mode operations during drilling activities between 7 pm and 7 am. Quiet Mode would involve:

- (1) Using signalers for all back up operations and disabling backup alarms.
- (2) Using radios instead of voice communications.
- (3) Pipe unloading from trucks and board loading is not allowed between 7 pm and 7 am.

TRAFFIC CIRCULATION AND SAFETY

Page 26 of the SEIR states, in part, that The Public Works Agency Transportation Department has reviewed the proposed project and Koenigstein Road can be safely used. The fourth bullet on page 32 repeats that the County Transportation Department has reviewed turning movement of actual trucks used to service the facility. However, only information regarding crude oil tanker trucks was provided to the Transportation Department to make their findings. Drill rig and drilling equipment is transported on larger trucks than used for transporting crude oil and no information was provided and no analysis was performed by The Transportation Department regarding the use of these larger trucks. The applicant has not shown that these larger trucks can safely navigate the narrow bridge on Koenigstein Road adjacent to Highway 150.

Task TS1: Retain Licensed Civil Engineer to develop scaled drawings using turning radius software to show the ability of the largest Cozad and largest trucks described in Task PD1 above to safely navigate the turn from Hwy 150 on to Koenigstein Road Bridge from both the east and westerly direction. Actual measurements of Koenigstein Road and the bridge shall be used as background for the turning radius drawings. Also include the time it would take these loaded trucks to make the turn safely. Make these drawings available to the public for comment prior to issuance of final SEIR.

Task TS2: Provide information obtained in Task PD1 and Task TS1 above to the County Transportation Department for them to provide a finding of safety regarding turning the large trucks carrying drill rig equipment on to Koenigstein Road from Hwy 150. Make the Transportation Department finding available to the public prior to issuance of FSEIR.

D-5

WATER RESOURCES

On page 52, the applicant claims that the short term water use would be equivalent to 0.07 acre-feet per year. Averaging water usage over a one year period when all the water would actually be used over a short period of a few weeks, as stated by the applicant, is misleading at best. Based on information provided by the applicant, the average consumption of water during drilling operations would be 10,500 gallons per day. Absent a hydrology study that shows that this amount of water can safely be withdrawn from the existing aquifer without effecting existing uses of that aquifer, the applicant should be required to truck in water from exterior sources.

D-6

Requirements W1: The applicant shall retain a qualified hydrologist, acceptable to the County, to prepare a hydrological evaluation of the existing aquifer to determine that the withdrawal of water required for drilling can be accomplished without having any effects on exiting uses of that aquifer. In the absence of such hydrological evaluation, the applicant shall provide water to the facility for drilling purposes via trucks from an approved Water Purveyor. The applicant shall provide a "will serve" letter from the Water Purveyor.

In summation, the request for the applicant to provide the information requested above, for the County to analyze that information and mandate additional Requirements based on the additional information provided by the applicant and mandate the requirements listed above to safeguard the community is reasonable and prudent.

Thank you

Les Toth
5546 Oldsalt Ln
Agoura Hills, CA 91301
Property owner along Koenigstein Road

E.

Boero, Kristina

From: Carol Cohen <carol_cohen@me.com>
Sent: Thursday, June 04, 2015 6:51 PM
To: Boero, Kristina
Cc: Carol Cohen
Subject: Mirada Petroleum - SEIR for Modified CUP PL No. 13-0158

Hello Kristina-

I hope this email finds you well.

I wanted to take a few minutes to share my concerns over some points in the draft SEIR that has been prepared for Mirada Petroleum's request to modify their CUP 13-0158 for oil wells in Upper Ojai.

I live in Upper Ojai a few streets down the Rt. 150 from Koenigstein Rd, which I drive by every day. The 150 is a fairly busy road considering its rural location. It's one of two ways to get into the town of Ojai, which has become an increasingly popular destination for tourists in the last few years. The 150 is used by local residents and tourists in cars, by large construction vehicles and tractor-trailers working in the oil and agriculture industries, and by droves of bicyclists and motorcyclists who appreciate the winding country road and the open air.

For some reason, people feel compelled to drive fast on the 150 which is one reason that makes it a dangerous road. It's not unusual for me to be driving ten miles over the speed limit, and have to pull over to let someone pass me who is trying to go faster than that. There are only a few places to pull over as the shoulder is extremely narrow in most spots, if there is any shoulder at all. Most of the road has a drainage trench on one side, and because it is winding there are blind corners all the way from Steckel Park to Sisar Rd.

One of those blind spots is where Koenigstein Rd meets the 150. From Koenigstein, one cannot clearly see cars coming from either direction, so one has to look, listen, and take a leap of faith to get onto the 150. I'm alarmed and disappointed that the SEIR grants approval for Mirada's Tanker Trucks to use Koenigstein Rd because turning onto the 150 is such a dangerous proposal. This danger is recognized in the SEIR, but since there are no accidents on record at this intersection it is deemed passable and this is a mistake. When a tanker truck gets into a disastrous accident at this intersection, it will be too late to revisit this mistake. A tanker truck accident puts the entire high fire-risk area in jeopardy.

A second cause for concern I have with the SEIR is how much water is required to drill the 4 new Mirada wells - a whopping 588,000 gallons! Because this amount of water gets amortized over the 25 year life of the project, it is regarded as a minimal amount. In this horrible extreme drought we are in, wouldn't it make more sense to postpone this project until our local water levels get back to normal? It seems unfair that one company is allowed to use so much water at one time, while just a few counties over normal people are facing poverty because of the drought and the rest of us in the neighborhood are struggling to conserve.

I am proud of the historic Upper Ojai oil industry, and of my friends and neighbors whose families make a living from it. I understand it's a complicated risky business, and I ask that you do not modify CUP PL No. 13-0158 to allow the tanker trucks to travel on Koenigstein Rd., and do not allow the new wells to be drilled until we are out of the drought.

Many thanks for your time,
Carol

Carol Cohen
12609 Sisar Rd.
Ojai, CA 93023

F.

June 8, 2015

Kristina Boero,
Commercial/Industrial Permits
Planning Division
County of Ventura
800 S. Victoria Avenue
Ventura, CA 93009-L740

Re: Case No. PL13-0158

Dear Ms. Boero,

Les Toth has ably set out the egregious technical shortcomings of the County's preparation of the DSEIR concerning Mirada's proposed expansion of activity on their Agnew Lease just off Koenigstein Road in Upper Ojai, in his letter of May 28, 2015.

F-1

As a neighbor to the Agnew Lease and an engaged Ventura County resident, I want to point out that this slipshod, self-serving document is a part of a long history of the County colluding with Mirada, its lawyers and environmental consultants in allowing the oil company to pursue a duplicitous, bait and switch campaign to expand its operations in the Upper Ojai area under cover of a grossly manipulated CUP system.

F-2

With the exception of the courageous battle fought by John Whitman in the 1970's to limit Mirada's flaunting of the County's own regulations, the oil company has successfully pursued its expansive agenda, abetted by the County's lax oversight. I acknowledge the right of Mirada to extract oil from its leases but demand that it operates as a good citizen. Only the rigorous enforcement of the County's permitting codes can ensure that result.

F-3

Preparation of a complete and independently verified SEIR now offers an opportunity for the County to demonstrate serious oversight of their CUP process. Should it not, an engaged citizenry, together with its new organizational muscle, will work to the utmost to assist the County in regaining its regulatory credibility.

F-4

Sincerely,


John Davis
12179 Koenigstein Road.

JUN 10 '15 am 10:45

6.



Comments on Mirada Agnew Project

Kristina Boero

Ventura CComments on Mirada Agnew Project

Kristina Boero

Ventura County Planning Division

800 So. Victoria Ave.

Ventura, CA 93009

Dear Ms. Boero:

May 15, 2015

The draft Environmental Impact Report (EIR) on the Mirada Agnew project is inadequate in part because it failed to complete the study recommended in the original EIR. There was a scoping hearing and questions and comments were submitted to you to be considered in the Supplemental Environmental Impact Report (SEIR). It is as if the hearing and the testimony did not happen which leaves the public in the position of responding to an inaccurate by omission staff document that is rife with conclusionary statements unsupported by evidence.

CEQA cumulative impacts

Jeffrey Barnes, County Counsel, said at a Planning Commission

JUN 10 '15 AM 10:46

hearing of a zoning clearance appeal brought by Los Padres Forest Watch in early 2015, "when we have the opportunity to review a CUP, we had better get it right."

The 1985 Final Environmental Impact Report (FEIR) on CUP 3319 called for a thorough study of the flora and fauna in the Upper Ojai as part of a cumulative review of the potential harm to the environment that decades of oil operations might have done. The FEIR is not the product of a study by the Planning Department ratified by the Board of Supervisors. Rather, it is the culmination of a lawsuit successfully brought by local citizens that resulted in a published opinion by the 2nd District Court of Appeal to force the Planning Department to study the cumulative impacts of oil and gas development in Upper Ojai. The DEIR omits the important fact that the FEIR contains a statement from the biologist charged with assessing the impact of oil and gas operations on Sesar and Bear Creeks that says the time of year was not suitable for making the required evaluation. Therefore, as a condition of approval of the FEIR, a recommendation was made to do a multi-agency task force study of the flora and fauna in the immediate future. As we pointed out in our comments at the scoping hearing, there never was such a study. Planning Staff dismissed the suggestion of the study by saying it was just a "recommendation." So now for the first time, in

this supplemental EIR, we have the opportunity (responsibility) to look at the flora and fauna in a sensible, thoughtful manner to assess the historical and future health of the ecosystem in Upper Ojai. Ventura County General Plan Resources Appendix includes four pages of promises to the public about our biological resources. The section concludes, "The interdependence of all life forms and the ecological needs for a stable and well-balanced environment must be recognized so that a healthy coexistence between human and natural biological communities can be assured."pg.59. This project is adjacent to one of the oldest and largest unregulated oil and gas production CUP's in Ventura County. Thus, we need to take this unusual opportunity to study the flora and fauna in a sensible, thoughtful manner to assess the historical and future health of the ecosystem. "We had better get it right."(Jeff Barnes)

In *Whitman vs. Board of Supervisors*, the lawsuit painstakingly brought by citizens thirty years ago on this very CUP, an EIR is defined in Public Resources Code section 21061 as "an informational document," the purpose of which "is to provide public agencies and the public in general with detailed information about the effects which a proposed project is likely to have on the environment; to list ways in which the [88 Cal.App.3d 406] significant effects of such a project might be minimized; and to indicate alternatives to such a

project."fn.3. This SEIR does not meet that standard.

Cumulative Effects of "antiquated CUP permits"

Against this backdrop, it must be understood that Ventura County has determined that any oil and gas CUP, regardless of its potential or past environmental impacts, must be treated as frozen in time. In other words, whatever conditions were contained in the CUP at the time it was granted are the extent and limit of any future permitting. Upper Ojai has the largest and probably the oldest CUP in Ventura County. CUP 15 encompasses 7880 acres on the southern half of the Upper Ojai Valley. Four more antiquated CUP's cover the adjacent Silverthread Field and Sisar Creek Field. There has never been any CEQA review in the forty-five years since the law was enacted on any of these oil permits. As of March, 1979, there were about 195 producing wells in the Ojai Oil Field (Silverthread, CUP 15, and Sisar areas). Now, in 2015, there are still no conditions, NOR TIME or DRILLING LIMITS on those CUP's. This is the environmental setting of the project before us today,

Major CEQA Triggering Event

Substantial changes to the conditions under which the permit was issued have occurred which must trigger a CEQA review. Today, California is in an unprecedented 1500-year drought. Governor Brown

has declared a drought state of emergency. All water agencies, all members of the public, and all industries have been tasked with cutting their water use by 25% and 32% percent in Ojai. The implications of this extreme drought do not just affect the use of hundreds of thousands of gallons of water to drill an oil well. The water to drill this well will come from the water well located on the property. That same aquifer provides water to dozens of private homes in the immediate area. The heavy draw on that one water well may affect nearby homeowners and the production of their own wells. Water wells are drying up and new ones are being drilled at a record pace (see water well permits issued in 2014 and 2015 in the Ojai Valley). These new wells are often deeper and perhaps entering new aquifers of untapped water. The County has provided no data or analysis regarding this environmental issue. Neither the County nor the public have any idea what impact oil and gas drilling, production, or completion techniques may have on the rapidly diminishing water in this area. We, the citizens of Upper Ojai, call upon our Resource Management Agency to complete a scientific study of the possible serious environmental impacts, cumulative or project specific of drilling new oil wells during this unprecedented drought.

The drought has put the flora and fauna of Upper Ojai under extreme stress.

CalFire has just completed an aerial survey of the number of dying and dead trees in California National Forests. According to this report, there are 999,000 acres of dead trees. (AP News story). The Upper Ojai Summit Fire Station just submitted a report to Ventura County Fire Department on the effects of the drought on the Upper Ojai protected oak forests. Preliminary information puts the tree death rate at about 20%. Fish and Wildlife just issued a public statement that many species of wild animals are abandoning their young as a matter of survival. "California Department of Fish and Wildlife officials said drought has forced more bears and deer to venture onto mountain highways, where many are struck and killed by vehicles." (LA Times Veronica Rocha, 2015). The addition of three new oil wells on an existing well pad near Sisar and Bear Canyon Creeks is an unnecessary risk in today's drought climate. The effects of truck traffic, drilling rigs, air pollution, noise, increased human activity, and the potential for an accidental oil or brine water spill might just prove to be the additional critical impact that causes a permanent crash in a species population.

If we don't take the time and opportunity now to study the cumulative effects of all of the oil and gas activities on the environment over the past 30-100 years when we have a conditioned, expired CUP adjacent

to the non-conditioned CUP's, when will this ever be done?

Continuing to permit oil and gas CUP's in Upper Ojai without cumulative effects studies is to violate the purpose and intent of CEQA.

Traffic and safety Concerns at Koenigstein Road intersection with Hwy 150

The FEIR of 1983 determined that the intersection of Koenigstein Road and Highway 150 is too dangerous for large oil trucks. It is up to the applicant to disprove that finding. The DEIR references a traffic study done by Public Works. There is no reference in the traffic study that Koenigstein Road is determined unsafe for oil trucks. In order to overturn that finding, there must be some evidence that changes have occurred in either the type of trucks or angle of the turn to warrant the reversal of a long-standing finding. Apparently, planning staff created a video of a truck making the turn successfully. There is also evidence in the record that an oil truck hit the bridge while attempting to make the same turn. This accident was the one of the final incidents that stopped the old flagman experiment and triggered the final determination that the intersection is unsafe. The flagman did not work because he did not show up with any regularity.

The DEIR tries to assert that the number of truck trips will be reduced by the condition of this permit. The notion is absurd. The number of

truck trips permitted on Koenigstein Road is currently zero. Any truck on that road is an INCREASE in truck volume. The next assertion is that since the applicant has been unlawfully using the road in violation of the CUP, that use somehow proves that the applicant can safely use the road. Rather than assessing a penalty for the long-standing violation of the CUP, Ventura Planning is rewarding the oil company by trying to assert that this permit represents a reduction in risk. The primary responsibility of Ventura County Government is to protect the health, safety, and welfare of the community. The County's CEQA responsibility is to produce data driven analyses supporting any change in this condition.

The DEIR presents incorrect data regarding the traffic volume. According to County representations, CALTRANS data on Highway 150 logs the ADT at 2900, the same as it was in 1983. CFROG checked the same CALTRANS data and for 2013 it was 3900 ADT, about a 25% increase since 1983. It has not remained static for 30 years as the DEIR asserts. Additionally, Koenigstein Road is the only entrance to a housing subdivision that was permitted in early 2000. The volume of residential traffic has steadily increased as available lots have been purchased and developed. Accurate and up-to-date traffic numbers must be obtained in order to draw any accurate conclusions

about traffic patterns or circulation.

Substantial evidence including a 2nd District Appellate Court Case (Whitman v. Ventura County Board of Supervisors) in the record supports the fact that the Koenigstein Road intersection has been determined to be unsafe for large oil tanker trucks. The County incorrectly asserts that the intersection is safe based upon data that is incomplete and inaccurate.

In State of California v Superior Court, the court found that an EIR is presumed adequate and the petitioner (applicant in this case) has the burden of proving otherwise.

"An agency abuses its discretion if it fails to proceed in a manner required by law or if substantial evidence in the record does not support the agency's decision. (Save Our Peninsula Committee v. Monterey County Bd. of Supervisors (2001) 87 Cal.App.4th 99, 117.) "[A]n EIR is presumed adequate [citation], and the [petitioner] in a CEQA action has the burden of proving otherwise." (State of California v. Superior Court (1990) 222 Cal.App.3d 1416, 1419.)"

Without a thorough study of this intersection by a certified traffic engineer mutually selected by the Planning Department and the public, there can be no lawful change in existing circumstances. This request for a twenty-five year use entitlement is extremely risky to the public

and puts the County at great risk of a lawsuit in the event of an accident. Furthermore, such a traffic study should include a projection of traffic volumes for the 25-year life of the entitlement. The health and safety of the public are at stake.

The SEIR must also include the precise size of trucks that will be used to service these three new oil wells, three existing oil wells and one redrilled well. It can be reasonably assumed that the amount of produced oil will increase, so if the number of trucks is decreased, the logical conclusion is that the service trucks will be need to be larger.

In order to assess the Public Works memo reversing the FEIR, we need a precise description of each truck that will remove oil or brine water from the CUP, both now and into the future life of the CUP.

Data from VC Fire Department

The Summit Fire Department should be consulted for two reasons. The number of accidents that they have responded to on Highway 150 and the type of accidents should be analyzed. Additionally, the Summit Fire Station is being relocated because of its dangerous location on Highway 150 on a blind corner. It was determined that the turn onto Highway 150 for fire trucks presented a danger to motorists and fire department personnel. There has been no accident involving a fire truck departing that fire station. The intersection in question at

Koenigstein Road and Highway 150 is mid-section between two blind corners. Since the environmental situations are analogous, the environmental review should incorporate and evaluate the study that supports this relocation finding.

The second analysis of fire department records should cover the number and type of the response calls to oil and gas incidences in Upper Ojai. Without that careful analysis of accidental emergencies already in the record, the public cannot be reassured as to the implications of the safety of further development.

Pipeline Alternative and Bridge Rebuild Alternative

CUP 3345 contains the following under statement of overriding consideration number 9: "The nearest pipeline is the Arco Four Corners Pipeline located south of Highway 150. Condition 49 requires that connection to an oil pipeline be done when production averages 350 barrels of oil per day (about two trucks per day)." The DEIR permits an average of 1.1 tanker trucks per day or 2.3 one-way trips per day. However, a second application just submitted by the same operator to use Koenigstein Road would create an additional amount of oil and a commensurate increase in tanker truck traffic that may put the amount of truck trips at or over the two trucks per day condition.

There is no way to assess the number of trucks per day that would be needed by this applicant for both of the Koenigstein oil fields unless

the facts presented are specific to this applicant only. Since most oil companies in the immediate area successfully use a commercial pipeline for shipping their oil and gas, there is evidence that the same alternative would be viable for this operator. The use of the commercial pipeline merits a complete analysis of all costs under current conditions weighed carefully against the risks of using Koenigstein Road for large oil truck traffic. Since the applicant owns both the Agnew and Nesbitt and Harth leases, the analysis should include the costs of building a pipeline through the Nesbit/Harth land to keep all oil trucks off of Koenigstein Road.

Likewise, there is no analysis of the cost of repairing or rebuilding the washed out bridge over Sisar Creek. The DEIR puts forth no evidence to support the assertion that Fish and Wildlife might not allow the reconstruction of the bridge. The conclusionary information provided for the public regarding this critical issue is woefully incomplete and dismissive. Public Resources Code section 21153 requires a public agency preparing an EIR to consult with and obtain comments from "any public agency which has jurisdiction by law with respect to the project..."^{fn.8}. Section 15029.6 include in this category of public agencies "...the area in which reside those citizens most directly concerned by such environmental effects..."^{fn.9}

The list of agencies that should be consulted as to all aspects of this DEIR include: City of Ojai, City of Santa Paula, United States Forest Service, California Department of Fish and Wildlife, United States Soil Conservation District, Regional Water Quality Control Board, Ojai Resource Protection District, Sisar Water District, Ventura County Watershed Protection District, California Department of Transportation, California Highway Patrol and the Ojai Unified School District, Summit School. This task must be taken seriously. It is not only the law, it is the imperative that our environment be protected to the fullest extent. Therefore, we need the knowledge and expertise of all jurisdictional agencies to submit written comments.

In this DEIR, the lead agency, Ventura County Planning, submitted an erroneous Notice of Preparation (NOP) to the State of California Clearinghouse and Planning Unit. The NOP is erroneous because it only states in the project description that the modification of CUP 3543 is for the "continued maintenance of an existing oil and gas exploration and production operation (Agnew lease area) for an additional 25 years." It does not mention the applicant's request to drill three new wells and redrill a fourth well nor to change its access to authorize the use of a currently prohibited, dangerous road. This is an additional reason that County Planning must contact all listed agencies directly for their input.

There is no mention of the natural gas that will be produced on this CUP. The disposition of the gas has not been discussed or evaluated. The Agnew well records on this site indicate a history of problems with APCD over flaring and disposition of the gas due to its high hydrogen content. The current plan and an analysis of each possible use or disposition of the gas must be included in the SEIR.

Sisar Creek and Endangered Steelhead Trout

1. The DEIR fails to demonstrate or include any evidence that this project will not substantially impact Sisar Creek from possible contamination from oil spills, hazardous chemical spills, and brine water spills. Sisar Creek consists of about 7.4 stream miles and is tributary to Santa Paula Creek. It flows southeast, entering Santa Paula Creek near the area of Sulphur Springs. In 1975 as part of a study of freshwater fishes and habitat, Sisar Creek was surveyed and multiple and "abundant" fish were observed with excellent summer holding water, abundant food, adequate cover and suitable water temps..." (Moore 1980a). Sisar Creek was surveyed again in 1992 and was absent any Steelhead fish. In 2007, one steelhead was observed in four locations that were surveyed. (Stillwater, USFW 2007)

There is an alarming decline in the number of steelhead trout in

Sisar Creek. Since this is critical habitat for steelhead trout, the lack of any mention of the species in this DEIR is further evidence of its inadequacy. The project site is adjacent to the East Fork of Sisar Creek. However, there are hundreds of oil wells on the "antiquated" CUP surrounding this project that are also adjacent to Sisar Creek. It can be reasonably assumed that the cumulative effects of the almost 100 years of oil production has had a major negative impact on the quality of the water and habitat in Sisar Creek. During 100 years of oil production, not one study has been done to assess the effects of oil production activities on the environment in this area.

Within the past 3 months there was an oil pipeline break in the immediate vicinity of CUP 3319 near Sisar Creek. While no oil penetrated the creek, it was a very close call. Today, especially during this extreme drought and in order to comply with the Federal Endangered Species Act, the County must study the effects of oil and gas production on the Endangered Steelhead Trout in Sisar Creek to determine if there is anything that can be done to reinvigorate this habitat.

New Application to reopen Nesbitt Field which should have been abandoned within 2 years of May, 2013. To date the wells are not idled (per DOGGR) as required by current terms of the CUP.

Mirada has made application with Ventura County Planning Department to reopen an oil field that the operator promised to abandon to abate his violation of illegally using Koenigstein Road for approximately 20 years. Planning staff incorrectly state in the DEIR that the Planning Commission found the intersection of Koenigstein Road to be safe in a 2013 hearing. Quite the contrary. Prior to the Planning Commission hearing, the applicant withdrew his request to use Koenigstein Road and agreed to abandon all oil wells using that access in order to abate the violation of its use of Koenigstein Road. Because the violation was removed from the CUP, permission to drill 9 oil wells on the same CUP accessed by a different road was granted. However, the wells were never abandoned. This new application is premised upon the approval to use Koenigstein Road granted in this SEIR. In fact, the second activity is dependent upon the first activity. The applicant has not abandoned the oil field within two years as promised and has submitted a statement in writing to Planning Staff that he never intended to abandon the oil field. Both the County and the applicant were simply waiting for this questionable permission to use Koenigstein Road to be granted.

The full cumulative impacts of the full development of both of these oil CUP's must be analyzed in this SEIR.

In order to provide the public with a thorough and

acceptable EIR for this new project, CFROG is requesting:

1. A County approved biologist do a comprehensive review of the cumulative and project specific effects of decades of oil and gas activities on the flora and fauna of Upper Ojai as was required by the Appellate Court decision in the Whitman case. This review must include an analysis of the possibility of further harm due to the circumstances of the current unprecedented drought.
2. A mutually agreed upon (public and planning staff) third party traffic engineering firm be retained to complete a thorough study of the intersection of Koenigstein Road and Highway 150 including the immediate entry onto the bridge after making the turn. This study must incorporate the Fire Department study supporting its decision to move its fire station due to the dangerous conditions on Highway 150 and its many blind turns.
3. Fish and Wildlife state in writing how the Steelhead Trout is faring in Sisar Creek and how oil and gas activities, including direct pollution and increased sedimentation, have affected the endangered species in the past and how increased activity may affect the species in this critical habitat in the future. Additionally, the County, as lead agency should conduct its own study of the cumulative impacts of oil and gas activity on the two trout streams in Upper Ojai, Sisar and Santa Paula

Creek. Both of these streams were historically excellent fishing streams, now there is no active fishing in either stream.

4. A third party consulting firm, not affiliated with the applicant either in the present or in the past, provide an detailed analysis of the efficacy of either requiring the applicant to rebuild the washed out bridge or utilize a pipeline to transport oil and brine water from both the lower and upper CUP's on Koenigstein Road owned by the applicant. This study must include an analysis of current and future traffic for the duration of this permit. If a reasonable projection cannot be made for the years into the future, then there must be a time limit on the permission that reflects the accurate projection capabilities. This analysis will then allow the public to understand and weigh whether to grant its support for the applicant to use Koenigstein Road for oil tanker trucks for the next 25 years.

Included in this study must be an inventory of the hundreds of pipelines that lace the hillsides of Upper Ojai. Some of these pipelines predate DOGGR. Most of them are above ground pipelines carrying crude oil, compressed gas, and sometimes unseparated crude oil and natural gas in the same pipeline. Many of these pipelines are as much as 80 years old. AB 1960 requires operators to do an inventory of pipelines and prepare a pipeline management plan. Since most of the

pipelines in Upper Ojai are above ground, these plans should be submitted to Resource Management Agency and be available for public perusal as they are ultimately the responsibility of the County of Ventura. So, for the first time in over 100 years of oil production in Upper Ojai, we are calling study of the increased fire dangers and the pipelines, and possible mitigations that could be included to protect the citizens from wildfire danger.

5. The Upper Ojai is located in an "extreme fire danger" designation. An analysis of the increase in the risk of wildfire harm to citizens and their property from oil and gas activity is long overdue. The recent fire in three oil storage tanks in Hopper Canyon just miles away from this area, home to dozens of oil storage tanks, is reason for concern that the same type of incident could occur here. That fire was not catastrophic because the air was damp and there was a very light wind. What might occur in a dry, east wind?

6. A study of the aquifers and water quality in Upper Ojai as affected by the drought and 100+ years of oil and gas activities. This study must include mitigations for oil and gas industry water use. It must also include future projections of water sustainability in this area dependent upon fresh water wells.

Respectfully Submitted, County Planning Division

800 So. Victoria Ave.

Ventura, CA 93009

Dear Ms. Boero:

May 15, 2015

The draft Environmental Impact Report (EIR) on the Mirada Agnew project is inadequate in part because it failed to complete the study recommended in the original EIR. There was a scoping hearing and questions and comments were submitted to you to be considered in the Supplemental Environmental Impact Report (SEIR). It is as if the hearing and the testimony did not happen which leaves the public in the position of responding to an inaccurate by omission staff document that is rife with conclusionary statements unsupported by evidence.

CEQA cumulative impacts

Jeffrey Barnes, County Counsel, said at a Planning Commission hearing of a zoning clearance appeal brought by Los Padres Forest Watch in early 2015, "when we have the opportunity to review a CUP, we had better get it right."

The 1985 Final Environmental Impact Report (FEIR) on CUP 3319 called for a thorough study of the flora and fauna in the Upper Ojai as part of a cumulative review of the potential harm to the environment that decades of oil operations might have done. The FEIR is not the product of a study by the Planning Department ratified by the Board of

Supervisors. Rather, it is the culmination of a lawsuit successfully brought by local citizens that resulted in a published opinion by the 2nd District Court of Appeal to force the Planning Department to study the cumulative impacts of oil and gas development in Upper Ojai. The DEIR omits the important fact that the FEIR contains a statement from the biologist charged with assessing the impact of oil and gas operations on Sisar and Bear Creeks that says the time of year was not suitable for making the required evaluation. Therefore, as a condition of approval of the FEIR, a recommendation was made to do a multi-agency task force study of the flora and fauna in the immediate future. As we pointed out in our comments at the scoping hearing, there never was such a study. Planning Staff dismissed the suggestion of the study by saying it was just a "recommendation." So now for the first time, in this supplemental EIR, we have the opportunity (responsibility) to look at the flora and fauna in a sensible, thoughtful manner to assess the historical and future health of the ecosystem in Upper Ojai. Ventura County General Plan Resources Appendix includes four pages of promises to the public about our biological resources. The section concludes, "The interdependence of all life forms and the ecological needs for a stable and well-balanced environment must be recognized so that a healthy coexistence between human and natural biological communities can be assured."pg.59. This project is adjacent to one of

the oldest and largest unregulated oil and gas production CUP's in Ventura County. Thus, we need to take this unusual opportunity to study the flora and fauna in a sensible, thoughtful manner to assess the historical and future health of the ecosystem. "We had better get it right." (Jeff Barnes)

In *Whitman vs. Board of Supervisors*, the lawsuit painstakingly brought by citizens thirty years ago on this very CUP, an EIR is defined in Public Resources Code section 21061 as "an informational document," the purpose of which "is to provide public agencies and the public in general with detailed information about the effects which a proposed project is likely to have on the environment; to list ways in which the [88 Cal.App.3d 406] significant effects of such a project might be minimized; and to indicate alternatives to such a project."fn.3. This SEIR does not meet that standard.

Cumulative Effects of "antiquated CUP permits"

Against this backdrop, it must be understood that Ventura County has determined that any oil and gas CUP, regardless of its potential or past environmental impacts, must be treated as frozen in time. In other words, whatever conditions were contained in the CUP at the time it was granted are the extent and limit of any future permitting. Upper Ojai has the largest and probably the oldest CUP in Ventura County.

CUP 15 encompasses 7880 acres on the southern half of the Upper Ojai Valley. Four more antiquated CUP's cover the adjacent Silverthread Field and Sisar Creek Field. There has never been any CEQA review in the forty-five years since the law was enacted on any of these oil permits. As of March, 1979, there were about 195 producing wells in the Ojai Oil Field (Silverthread, CUP 15, and Sisar areas). Now, in 2015, there are still no conditions, NOR TIME or DRILLING LIMITS on those CUP's. This is the environmental setting of the project before us today,

Major CEQA Triggering Event

Substantial changes to the conditions under which the permit was issued have occurred which must trigger a CEQA review. Today, California is in an unprecedented 1500-year drought. Governor Brown has declared a drought state of emergency. All water agencies, all members of the public, and all industries have been tasked with cutting their water use by 25% and 32% percent in Ojai. The implications of this extreme drought do not just affect the use of hundreds of thousands of gallons of water to drill an oil well. The water to drill this well will come from the water well located on the property. That same aquifer provides water to dozens of private homes in the immediate area. The heavy draw on that one water well may affect nearby homeowners and the production of their own wells. Water wells are

drying up and new ones are being drilled at a record pace (see water well permits issued in 2014 and 2015 in the Ojai Valley). These new wells are often deeper and perhaps entering new aquifers of untapped water. The County has provided no data or analysis regarding this environmental issue. Neither the County nor the public have any idea what impact oil and gas drilling, production, or completion techniques may have on the rapidly diminishing water in this area. We, the citizens of Upper Ojai, call upon our Resource Management Agency to complete a scientific study of the possible serious environmental impacts, cumulative or project specific of drilling new oil wells during this unprecedented drought.

The drought has put the flora and fauna of Upper Ojai under extreme stress.

CalFire has just completed an aerial survey of the number of dying and dead trees in California National Forests. According to this report, there are 999,000 acres of dead trees. (AP News story). The Upper Ojai Summit Fire Station just submitted a report to Ventura County Fire Department on the effects of the drought on the Upper Ojai protected oak forests. Preliminary information puts the tree death rate at about 20%. Fish and Wildlife just issued a public statement that many species of wild animals are abandoning their young as a matter

of survival. "California Department of Fish and Wildlife officials said drought has forced more bears and deer to venture onto mountain highways, where many are struck and killed by vehicles." (LA Times Veronica Rocha, 2015). The addition of three new oil wells on an existing well pad near Sisar and Bear Canyon Creeks is an unnecessary risk in today's drought climate. The effects of truck traffic, drilling rigs, air pollution, noise, increased human activity, and the potential for an accidental oil or brine water spill might just prove to be the additional critical impact that causes a permanent crash in a species population.

If we don't take the time and opportunity now to study the cumulative effects of all of the oil and gas activities on the environment over the past 30-100 years when we have a conditioned, expired CUP adjacent to the non-conditioned CUP's, when will this ever be done?

Continuing to permit oil and gas CUP's in Upper Ojai without cumulative effects studies is to violate the purpose and intent of CEQA.

Traffic and safety Concerns at Koenigstein Road intersection with Hwy 150

The FEIR of 1983 determined that the intersection of Koenigstein Road and Highway 150 is too dangerous for large oil trucks. It is up to the applicant to disprove that finding. The DEIR references a traffic

study done by Public Works. There is no reference in the traffic study that Koenigstein Road is determined unsafe for oil trucks. In order to overturn that finding, there must be some evidence that changes have occurred in either the type of trucks or angle of the turn to warrant the reversal of a long-standing finding. Apparently, planning staff created a video of a truck making the turn successfully. There is also evidence in the record that an oil truck hit the bridge while attempting to make the same turn. This accident was the one of the final incidents that stopped the old flagman experiment and triggered the final determination that the intersection is unsafe. The flagman did not work because he did not show up with any regularity.

The DEIR tries to assert that the number of truck trips will be reduced by the condition of this permit. The notion is absurd. The number of truck trips permitted on Koenigstein Road is currently zero. Any truck on that road is an INCREASE in truck volume. The next assertion is that since the applicant has been unlawfully using the road in violation of the CUP, that use somehow proves that the applicant can safely use the road. Rather than assessing a penalty for the long-standing violation of the CUP, Ventura Planning is rewarding the oil company by trying to assert that this permit represents a reduction in risk. The primary responsibility of Ventura County Government is to

protect the health, safety, and welfare of the community. The County's CEQA responsibility is to produce data driven analyses supporting any change in this condition.

The DEIR presents incorrect data regarding the traffic volume.

According to County representations, CALTRANS data on Highway 150 logs the ADT at 2900, the same as it was in 1983. CFROG checked the same CALTRANS data and for 2013 it was 3900 ADT, about a 25% increase since 1983. It has not remained static for 30 years as the DEIR asserts. Additionally, Koenigstein Road is the only entrance to a housing subdivision that was permitted in early 2000.

The volume of residential traffic has steadily increased as available lots have been purchased and developed. Accurate and up-to-date traffic numbers must be obtained in order to draw any accurate conclusions about traffic patterns or circulation.

Substantial evidence including a 2nd District Appellate Court Case (Whitman v. Ventura County Board of Supervisors) in the record supports the fact that the Koenigstein Road intersection has been determined to be unsafe for large oil tanker trucks. The County incorrectly asserts that the intersection is safe based upon data that is incomplete and inaccurate.

In State of California v Superior Court, the court found that an EIR is presumed adequate and the petitioner (applicant in this case) has the

burden of proving otherwise.

"An agency abuses its discretion if it fails to proceed in a manner required by law or if substantial evidence in the record does not support the agency's decision. (Save Our Peninsula Committee v. Monterey County Bd. of Supervisors (2001) 87 Cal.App.4th 99, 117.) "[A]n EIR is presumed adequate [citation], and the [petitioner] in a CEQA action has the burden of proving otherwise." (State of California v. Superior Court (1990) 222 Cal.App.3d 1416, 1419.)"

Without a thorough study of this intersection by a certified traffic engineer mutually selected by the Planning Department and the public, there can be no lawful change in existing circumstances. This request for a twenty-five year use entitlement is extremely risky to the public and puts the County at great risk of a lawsuit in the event of an accident. Furthermore, such a traffic study should include a projection of traffic volumes for the 25-year life of the entitlement. The health and safety of the public are at stake.

The SEIR must also include the precise size of trucks that will be used to service these three new oil wells, three existing oil wells and one redrilled well. It can be reasonably assumed that the amount of produced oil will increase, so if the number of trucks is decreased, the

logical conclusion is that the service trucks will be need to be larger.

In order to assess the Public Works memo reversing the FEIR, we need a precise description of each truck that will remove oil or brine water from the CUP, both now and into the future life of the CUP.

Data from VC Fire Department

The Summit Fire Department should be consulted for two reasons.

The number of accidents that they have responded to on Highway 150 and the type of accidents should be analyzed. Additionally, the Summit Fire Station is being relocated because of its dangerous location on Highway 150 on a blind corner. It was determined that the turn onto Highway 150 for fire trucks presented a danger to motorists and fire department personnel. There has been no accident involving a fire truck departing that fire station. The intersection in question at Koenigstein Road and Highway 150 is mid-section between two blind corners. Since the environmental situations are analogous, the environmental review should incorporate and evaluate the study that supports this relocation finding.

The second analysis of fire department records should cover the number and type of the response calls to oil and gas incidences in Upper Ojai. Without that careful analysis of accidental emergencies already in the record, the public cannot be reassured as to the implications of the safety of further development.

Pipeline Alternative and Bridge Rebuild Alternative

CUP 3345 contains the following under statement of overriding consideration number 9: "The nearest pipeline is the Arco Four Corners Pipeline located south of Highway 150. Condition 49 requires that connection to an oil pipeline be done when production averages 350 barrels of oil per day (about two trucks per day)." The DEIR permits an average of 1.1 tanker trucks per day or 2.3 one-way trips per day. However, a second application just submitted by the same operator to use Koenigstein Road would create an additional amount of oil and a commensurate increase in tanker truck traffic that may put the amount of truck trips at or over the two trucks per day condition.

There is no way to assess the number of trucks per day that would be needed by this applicant for both of the Koenigstein oil fields unless the facts presented are specific to this applicant only. Since most oil companies in the immediate area successfully use a commercial pipeline for shipping their oil and gas, there is evidence that the same alternative would be viable for this operator. The use of the commercial pipeline merits a complete analysis of all costs under current conditions weighed carefully against the risks of using Koenigstein Road for large oil truck traffic. Since the applicant owns both the Agnew and Nesbitt and Harth leases, the analysis should

include the costs of building a pipeline through the Nesbit/Harth land to keep all oil trucks off of Koenigstein Road.

Likewise, there is no analysis of the cost of repairing or rebuilding the washed out bridge over Sisar Creek. The DEIR puts forth no evidence to support the assertion that Fish and Wildlife might not allow the reconstruction of the bridge. The conclusionary information provided for the public regarding this critical issue is woefully incomplete and dismissive. Public Resources Code section 21153 requires a public agency preparing an EIR to consult with and obtain comments from "any public agency which has jurisdiction by law with respect to the project..."^{fn.8}. Section 15029.6 include in this category of public agencies "...the area in which reside those citizens most directly concerned by such environmental effects..."^{fn.9}

The list of agencies that should be consulted as to all aspects of this DEIR include: City of Ojai, City of Santa Paula, United States Forest Service, California Department of Fish and Wildlife, United States Soil Conservation District, Regional Water Quality Control Board, Ojai Resource Protection District, Sisar Water District, Ventura County Watershed Protection District, California Department of Transportation, California Highway Patrol and the Ojai Unified School District, Summit School. This task must be taken seriously. It is not only the law, it is the imperative that our environment be protected to

the fullest extent. Therefore, we need the knowledge and expertise of all jurisdictional agencies to submit written comments.

In this DEIR, the lead agency, Ventura County Planning, submitted an erroneous Notice of Preparation (NOP) to the State of California Clearinghouse and Planning Unit. The NOP is erroneous because it only states in the project description that the modification of CUP 3543 is for the "continued maintenance of an existing oil and gas exploration and production operation (Agnew lease area) for an additional 25 years." It does not mention the applicant's request to drill three new wells and redrill a fourth well nor to change its access to authorize the use of a currently prohibited, dangerous road. This is an additional reason that County Planning must contact all listed agencies directly for their input.

There is no mention of the natural gas that will be produced on this CUP. The disposition of the gas has not been discussed or evaluated. The Agnew well records on this site indicate a history of problems with APCD over flaring and disposition of the gas due to its high hydrogen content. The current plan and an analysis of each possible use or disposition of the gas must be included in the SEIR.

Sisar Creek and Endangered Steelhead Trout

1. The DEIR fails to demonstrate or include any evidence that this

project will not substantially impact Sisar Creek from possible contamination from oil spills, hazardous chemical spills, and brine water spills. Sisar Creek consists of about 7.4 stream miles and is tributary to Santa Paula Creek. It flows southeast, entering Santa Paula Creek near the area of Sulphur Springs. In 1975 as part of a study of freshwater fishes and habitat, Sisar Creek was surveyed and multiple and "abundant" fish were observed with excellent summer holding water, abundant food, adequate cover and suitable water temps..." (Moore 1980a). Sisar Creek was surveyed again in 1992 and was absent any Steelhead fish. In 2007, one steelhead was observed in four locations that were surveyed. (Stillwater, USFW 2007)

There is an alarming decline in the number of steelhead trout in Sisar Creek. Since this is critical habitat for steelhead trout, the lack of any mention of the species in this DEIR is further evidence of its inadequacy. The project site is adjacent to the East Fork of Sisar Creek. However, there are hundreds of oil wells on the "antiquated" CUP surrounding this project that are also adjacent to Sisar Creek. It can be reasonably assumed that the cumulative effects of the almost 100 years of oil production has had a major negative impact on the quality of the water and habitat in Sisar Creek. During 100 years of oil

production, not one study has been done to assess the effects of oil production activities on the environment in this area.

Within the past 3 months there was an oil pipeline break in the immediate vicinity of CUP 3319 near Sisar Creek. While no oil penetrated the creek, it was a very close call. Today, especially during this extreme drought and in order to comply with the Federal Endangered Species Act, the County must study the effects of oil and gas production on the Endangered Steelhead Trout in Sisar Creek to determine if there is anything that can be done to reinvigorate this habitat.

New Application to reopen Nesbitt Field which should have been abandoned within 2 years of May, 2013. To date the wells are not idled (per DOGGR) as required by current terms of the CUP.

Mirada has made application with Ventura County Planning Department to reopen an oil field that the operator promised to abandon to abate his violation of illegally using Koenigstein Road for approximately 20 years. Planning staff incorrectly state in the DEIR that the Planning Commission found the intersection of Koenigstein Road to be safe in a 2013 hearing. Quite the contrary. Prior to the Planning Commission hearing, the applicant withdrew his request to use Koenigstein Road and agreed to abandon all oil wells using that

access in order to abate the violation of its use of Koenigstein Road.

Because the violation was removed from the CUP, permission to drill 9

oil wells on the same CUP accessed by a different road was granted.

However, the wells were never abandoned. This new application is

premised upon the approval to use Koenigstein Road granted in this

SEIR. In fact, the second activity is dependent upon the first activity.

The applicant has not abandoned the oil field within two years as

promised and has submitted a statement in writing to Planning Staff

that he never intended to abandon the oil field. Both the County and

the applicant were simply waiting for this questionable permission to

use Koenigstein Road to be granted.

The full cumulative impacts of the full development of both of these

oil CUP's must be analyzed in this SEIR.

In order to provide the public with a thorough and

acceptable EIR for this new project, CFROG is requesting:

1. A County approved biologist do a comprehensive review of the cumulative and project specific effects of decades of oil and gas activities on the flora and fauna of Upper Ojai as was required by the Appellate Court decision in the Whitman case. This review must include an analysis of the possibility of further harm due to the circumstances of the current unprecedented drought.
2. A mutually agreed upon (public and planning staff) third party

traffic engineering firm be retained to complete a thorough study of the intersection of Koenigstein Road and Highway 150 including the immediate entry onto the bridge after making the turn. This study must incorporate the Fire Department study supporting its decision to move its fire station due to the dangerous conditions on Highway 150 and its many blind turns.

3. Fish and Wildlife state in writing how the Steelhead Trout is faring in Sisar Creek and how oil and gas activities, including direct pollution and increased sedimentation, have affected the endangered species in the past and how increased activity may affect the species in this critical habitat in the future. Additionally, the County, as lead agency should conduct its own study of the cumulative impacts of oil and gas activity on the two trout streams in Upper Ojai, Sisar and Santa Paula Creek. Both of these streams were historically excellent fishing streams, now there is no active fishing in either stream.

4. A third party consulting firm, not affiliated with the applicant either in the present or in the past, provide an detailed analysis of the efficacy of either requiring the applicant to rebuild the washed out bridge or utilize a pipeline to transport oil and brine water from both the lower and upper CUP's on Koenigstein Road owned by the applicant. This study must include an analysis of current and future traffic for the

duration of this permit. If a reasonable projection cannot be made for the years into the future, then there must be a time limit on the permission that reflects the accurate projection capabilities. This analysis will then allow the public to understand and weigh whether to grant its support for the applicant to use Koenigstein Road for oil tanker trucks for the next 25 years.

Included in this study must be an inventory of the hundreds of pipelines that lace the hillsides of Upper Ojai. Some of these pipelines predate DOGGR. Most of them are above ground pipelines carrying crude oil, compressed gas, and sometimes unseparated crude oil and natural gas in the same pipeline. Many of these pipelines are as much as 80 years old. AB 1960 requires operators to do an inventory of pipelines and prepare a pipeline management plan. Since most of the pipelines in Upper Ojai are above ground, these plans should be submitted to Resource Management Agency and be available for public perusal as they are ultimately the responsibility of the County of Ventura. So, for the first time in over 100 years of oil production in Upper Ojai, we are calling study of the increased fire dangers and the pipelines, and possible mitigations that could be included to protect the citizens from wildfire danger.

5. The Upper Ojai is located in an "extreme fire danger" designation. An analysis of the increase in the risk of wildfire harm to citizens and

their property from oil and gas activity is long overdue. The recent fire in three oil storage tanks in Hopper Canyon just miles away from this area, home to dozens of oil storage tanks, is reason for concern that the same type of incident could occur here. That fire was not catastrophic because the air was damp and there was a very light wind. What might occur in a dry, east wind?

6. A study of the aquifers and water quality in Upper Ojai as affected by the drought and 100+ years of oil and gas activities. This study must include mitigations for oil and gas industry water use. It must also include future projections of water sustainability in this area dependent upon fresh water wells.

Respectfully Submitted,

John Brooks

CFROG

H.

Boero, Kristina

From: michael@michaeljshapiro.com
Sent: Tuesday, June 09, 2015 12:22 PM
To: Boero, Kristina
Subject: RE: The inherent and grave safety conflict between Koenigstein Road and Oil Industry Service trucks.

Dear Ms. Boero -

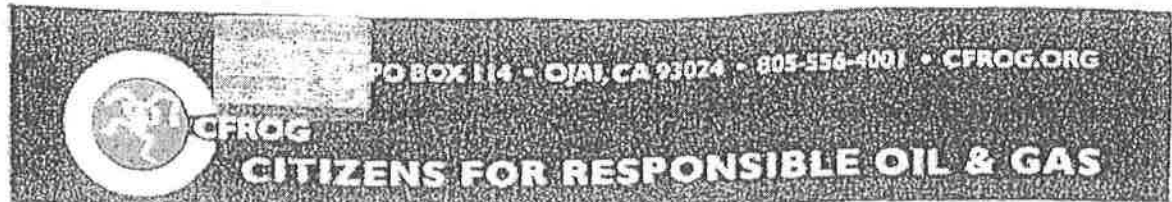
I've several friends living up off Koenigstein Road in the Upper Ojai Valley with whom I visit regularly over the past many years. I travel on Highway 150 both from Ojai and from Santa Paula and I've had many instances over the past decade when I've had to take either a hard right or a hard left turn from the highway onto Koenigstein Road exactly when an oil service truck is also negotiating an exit - or an entrance - while coming from the opposite direction on Koenigstein. Its a blind turn from either direction and coming upon a loaded oil tanker truck is terrifying and terribly unsafe. Considering that there's an alternative service road constructed and maintained by the oil company who's wells are off Koenigstein, there's no rational reason why oil service vehicles - with the potential of catastrophic explosion resulting in potential death and intense fire if a serious collision were to take place - should be allowed to share Koenigstein with other vehicles traveling to and from the many homes in the area. The sharp (and blind) turn required for any vehicle navigating from either direction on Highway 150 onto Koenigstein represents a legitimate safety concern with great potential for tragic consequences if Oil Service Trucks (especially oil tanker trucks) are allowed to share that access with cars. I urge your office to not allow such Oil Service Trucks access to Koenigstein Road. And if the County funds a legitimate highway geometric safety study, such a study must be undertaken by an Un-Biased and "neutral" consulting firm who's neutrality on this issue is beyond reproach and acceptable to CFROG and the residents of Koenigstein Road.

H-1

Thank you.

Michael J. Shapiro
1231 Fairview Court
Ojai, CA 93023
805-889-7105
michael@michaeljshapiro.com

JUN 10 15 AM 10:45



I.

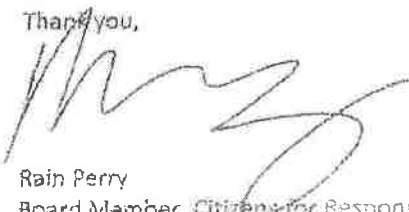
June 14, 2015

Kristina Boero
Ventura County Planning Division
800 South Victoria Avenue
Ventura, CA 93009

Dear Ms. Boero,

Attached please find a memorandum from Ed Ruzak, Traffic Engineer. We submit this document into the comments for the Draft SEIR for Mirada Petroleum Oil and Gas Project number PL13-0158.

Thank you,


Rain Perry
Board Member, Citizens for Responsible Oil and Gas

CFROG Board of Directors: John Brooks, Helen Conly, Theresa Hartigan, Carol Holly, Rain Perry

Advisory Board:

Steve Colome PhD, Leif Dautch, Kevin Hartigan, Richard Holly, Michael Metzger, Mary Ann O'Connor,
Sarah Otterstrom, PhD, Vickie Peters, C. Michael Shapiro, Todd Shuman, Diane Underhill, Tom Williams, PhD

TO: Ms. Rain Perry
FROM: Ed Ruzak
SUBJECT: Transportation Department Comments

June 12, 2015

By way of professional background, I have over 50 years of practical traffic engineering experience in highway and traffic engineering related to city streets, highways and private developments in both rural and urban conditions. My qualifications and background experience are further set out in my resume attached.

I-1

I was engaged to investigate and advise on roadway traffic engineering operations and safety aspects of the Koenigstein Road usage for trucks, as well as for oil well drilling operations.


The crude oil tanker trucks that will turn westbound will cross over the centerline. Thus, the potential for head on collisions is increased regardless of the low volume of opposing traffic. Further, what is not discussed in the comments is that other vehicles in "support" of the oil drilling process including trucks and other vehicles will be using Koenigstein Road. This increase traffic is not discussed, yet is a potential problem to the operation and safety of the roadway.

I-2

Last, the number of crude oil tanker trucks is low initially, (8 permitted trucks per six day work week). There does not appear to be any guidelines or standards as to what happens if the number of these trucks are increased. The applicant should have to come back and re assess the safety aspects of using the roadway with more trucks. There is no discussion of the negative effects of more trucks in the future as oil drilling increases.

I-3

Respectfully submitted,


Edward Ruzak RCE 18324
RTE 0202

10061 Talbert Avenue, suite 200 Fountain Valley, CA 92708 (714) 964-4880
FAX (714) 964-7219
999 Green Street, No. 1103 San Francisco, CA 94133 (415) 929-8745

RESUME
EDWARD RUZAK

EDUCATION

Bachelor of Science, Civil Engineering
University of Illinois, 1962

EXPERIENCE

Over 40 years of practical experience in civil and highway engineering, transportation and traffic engineering, related to City streets, highways, and private developments in both rural and urban conditions. Work has been in conjunction with National, State, Municipal, and private agencies.

1962-1968

CALIFORNIA DIVISION OF HIGHWAYS (now CALTRANS)

Design of freeway projects, arterial highways and traffic signals. Traffic investigations related to applications on the conventional State Highway system and major urban arterials. Primary work in traffic investigations with emphasis on design utilizing standard applications, acceptable guidelines and reasonable practices.

1968-1971

COUNTY OF SAN MATEO TRAFFIC ENGINEER

Supervised traffic operations including layout, design and placement of traffic control devices, i.e. signs, signals, and striping. Applied traffic engineering principles to ensure conformance with State and National Standards in the areas of traffic control, construction and maintenance work areas and geometric design.

As County Traffic Engineer, acted on behalf of eleven of the eighteen cities in the County as traffic engineer in the capacity of investigator. Work involved accident analysis, surveillance and improvement recommendations for problem locations, and upgrading of traffic control devices to conform with statewide and nationally accepted practices.

1971-JULY 1981

JHK & ASSOCIATES

Manager of Southern California office for nationwide traffic and transportation engineering consulting firm. Related Project involvement included:

- Co-Project Director for Federal Highway Administration, (FHWA), Department of Transportation in development of "Traffic Control Device Handbook", an operating guide for traffic engineers in the planning, design, installation and maintenance of traffic control devices.
- Project Director for development of "Traffic Standards Manual" for City & Council of Honolulu, 1978. Manual included geometric design elements, traffic control devices, loading conditions, and bicycle-pedestrian facility guidelines.
- Project Director, State of New York TOPICS program, (Traffic Operations Program to Increase Capacity and Safety) for Syracuse, New York.
- Project Director for development of criteria and recommendations for posting speed limits on all streets and highways in the Cities of Anaheim and La Palma, California.
- Project Director for 17 mile section of Westminster Blvd./17th Street corridor in Orange County, California. Project work effort identified traffic engineering problems, quantified magnitude of problems and developed alternative solutions and mitigations. Recommended improvements with regard to geometric design changes, signing and marking, bus transit locations, traffic signals and parking removal/restriction.
- Project Director for State of Wisconsin in development of "Planning and Engineering Guide for Pedestrian & Bicycle Facilities".
- Developed pedestrian and bicycle safety programs and bicycle design guidelines for Cities of Riverside, Compton, Carson & Lakewood, California.
- Designed bicycle lane and bicycle path facilities for sections of Pacific Coast Highway and Torrance Blvd. in the City of Torrance, California.
- Project Director for comprehensive study of existing and future parking and circulation needs, Cities of Santa Ana and Santa Barbara, California.
- Project Director, City of Reno, Nevada, Traffic Signal Timing Project. Established signal timing, phasing, and modification designs for signalized intersections, city-wide.
- Developed computerized traffic accident analysis plotting procedures for City of San Bernardino, California.

- Developed traffic accident reporting systems for Cities of Lynwood, Cerritos, and Palm Springs, California.
- Co-Project Director, City of Tucson, Arizona, "Comprehensive Roadway Lighting" project. Developed criteria for Citywide street and roadway lighting practices.

July 1981 to October 1982

ALDERMAN, SWIFT & LEWIS (ASL) CONSULTING ENGINEERS

Southern California Manager for Traffic & Transportation Engineering. Related Project Involvement included:

- Project Director for Comprehensive Traffic & Transportation Circulation Study for the City of El Segundo, California. Study involved Transportation System Management (TSM) strategy development, identification of traffic control device needs and bus transit needs.
- Developed Circulation Element of the General Plan for the Cities of El Segundo and Redondo Beach. Reviewed and recommended improvements to the Riverside County Circulation Element for the City of Hemet.
- Developed traffic circulation, access and parking plans including signing and striping recommendations for private shopping centers and office developments in Santa Barbara, and Orange County, California.
- Coordinated traffic detour planning and layout with ASL design department on projects related to hydraulic improvements and street designs.
- Developed on and off street parking demand; identified deficiencies and developed mitigation measures for project in the waterfront area of Santa Barbara.
- Project Director on "Identification of High Accident Locations" studies in Cities of Lancaster, Huntington Park and Garden Grove, California. As part of the Huntington Park study the causative factors of single vehicle, run-off-the-road type accidents were investigated.
- Project Director for design of traffic signals, safety lighting and lane control display systems for the U.S. Navy, Camp Pendleton Marine Base, Oceanside, California.
- As Project Director for City of Cerritos, California developed traffic signal timing, phasing and hardware needs for 43 of the City's signalized intersections. Determined problem locations relative to signal timing and hardware deficiencies using maintenance record histories.

- Designed bicycle lane and path for section of bicycle facility along Palos Verdes Drive in City of Rolling Hills Estates. Reviewed signing and striping along same section.

October 1982 to January 1987

BERRYMAN & STEPHENSON (BSI) CONSULTING ENGINEERS

From start date to March 1985, Project Manager for Traffic & Transportation. From March 1985 to 1987, Vice President in charge of the Los Angeles County region.

Project Engagements Included:

- Acting City Traffic Engineer for City of Oceanside, California. Duties included traffic signal design, traffic engineering studies, recommendations on implementation of signs, striping and marking; review of new development proposals for driveway access, parking layout, geometric design, sight distance, pedestrian and vehicle circulation and bicycle lane/path design. Liaison with CALTRANS relative to proposed interchange and highway alignment design for the Route 76 Expressway through Oceanside.
- Conducted Mission Avenue transportation corridor study in western portion of Oceanside to determine necessary roadway widening needs, channelization locations, bus transit locations and relocations, signing and marking needs and traffic circulation changes to improve traffic flow and reduce accidents.
- Director, Pavement Marking Demonstration Grant, Cities of Huntington Park & Oceanside. Project entailed preparation of plans, specifications, estimates and construction inspection for the installation of raised pavement markers on selected routes within the cities.
- Director, Citywide Traffic Signal Evaluation Study, City of Oceanside. Duties involved evaluation of fifty existing traffic signal installations to determine deficiencies in signal timing, operation and display. Analysis of locations with potential for future signalization based on projected traffic volumes. Transportation planning and modeling, accident history, sight distance requirements, etc. were also utilized.
- Director, City of Anaheim, Commercial/Recreation area Circulation study, Anaheim, California. Duties involved preliminary design of ground mounted and overhead sign message signing and management plans for deployment for traffic engineering strategies when certain commercial/recreation/sporting events occur.
- Director, City of Anaheim "Sign Installation and Maintenance Program Development". Project entailed defining problems in administration and operation of current signing installation and maintenance program. Output was the development of a workable program to improve efficiency and reduce potential for accidents through improved signing and maintenance.

- Project Director for City of Redondo Beach Citywide Circulation Study. Analysis of impact of land use growth on existing city street system was conducted. Recommendations involved highway engineering improvements, parking management strategies and TSM strategies.
- Acted as Traffic Engineer for City of Rolling Hills Estates. Duties involved traffic engineering studies, review of signing, marking, traffic signal warrant studies and investigations, accident history analyses, and conduct of speed surveys. Liaison with planning department on new or existing developments with respect to impact on traffic engineering aspects such as driveway location, pedestrian and bicycle circulation, loading and unloading and internal parking layout and circulation.
- Project Director, City of Lawndale Citywide Transportation Study. Involvement included development of engineering, channelization, access control, and signing to restrict commuter traffic intrusion into residential neighborhoods. Conducted parking analyses to optimize curb parking on major arterial through City. Developed alternative street designs for restructuring major arterial traffic flow.

January 1987 to Date

PRESIDENT, ED RUZAK & ASSOCIATES, INC.

Specializing in street, highway, and transportation engineering consulting and consulting for litigation.

- Traffic Engineer (Acting), City of Hermosa Beach, engaged to provide continuing traffic engineering services and to conduct special projects, 1987 to 2000.
- Traffic Engineering Consultant for City of Fountain Valley, reviewing special projects, traffic impact studies and Environmental Impact Reports, (EIRS). 1987 to 1991.
- Circulation & Parking Study, La Mirada Drive-in Swap Meet. Analyzed access, reviewed pedestrian circulation and assessed parking for Swap Meet Operation, Santa Fe Springs, California, 1987.
- Project Manager, "City of Whittier, Transportation Access and Circulation Study, Magnolia Avenue Closure", 1987.
- Traffic Study of "Duarte Road Corridor Operation", City of Monrovia, 1988.
- Traffic Impact Study for "Long Beach Sports Complex" (El Dorado Park), Long Beach, 1989-1990.

- Traffic Impact Study for "Mortimer Street Closure", City of Santa Ana, in conjunction with proposed Northgate Commercial Project, 1995.
- Traffic Impact Study for "Closure of Pioneer Boulevard between Cities of Hawaiian Gardens and Long Beach", 1995.
- Associate Development Engineer, University of California, Berkeley Traffic Safety Evaluation Project (TSE). Provides evaluations of traffic engineering and enforcement elements within Northern California agencies with emphasis on effective use of engineering and enforcement practices to mitigate local traffic safety problems, 2000 to 2011.

PROFESSIONAL REGISTRATION

- Registered Professional Civil Engineer in the States of California (1969) #18824, Hawaii (1974) #3721, Nevada (1976) #4190 and Arizona (1983) #15147.
- Registered Professional Traffic Engineer in the State of California (1976) #0202

PROFESSIONAL AFFILIATION

- American Society of Civil Engineers (ASCE)
- Institute of Transportation Engineers (ITE)
- American Public Works Association (APWA)
- Transportation Research Board (TRB)

TEACHING AND LECTURING ENGAGEMENTS

- Instructor for Institute of Transportation Studies (ITS), University of California Berkeley, teaching "Fundamentals of Traffic Engineering", 1978 to 2001.
- Instructor for Office of Traffic Safety (OTS), State of California, teaching "Traffic Safety Problems". Instruction involved practical & theoretical applications of traffic engineering design and operations as it related to improving safety. Directed at traffic engineering and law enforcement personnel. 1977 through 1981.
- Guest lecturer on "Advantages and Disadvantages of Using Computerized Traffic Signal Systems", International Municipal Signal Association, 1976.
- Speaker on "Bicycle and Pedestrian Safety, State of Wisconsin", presented at MAUDEP meeting in San Diego, California, 1976.
- Speaker on "Bicycle Safety in Carson California", presented at MAUDEP conference, Chicago, Illinois, 1978.

- Instructor for Institute of Transportation Studies one week course on "Construction Work Zone Techniques and Practices", 1984 through 1985.
- Instructor for ITS, University of California teaching "Capacity & Safety Along Rural State Highways", 1984.
- Speaker at APWA Transportation Conference in Los Angeles on "Transportation Systems Management Techniques to Reduce Travel Congestion", 1982.

CIVIC INVOLVEMENT

- Member, City of Fountain Valley Traffic & Transportation Commission, 1979.
- Member, City of Fountain Valley Planning Commission, 1979 through 1981.

COMMITTEE INVOLVEMENT

- Member, Institute of Transportation Engineers (ITE) Committee 5-BB, "Parking Generation", 1980 through 1981
- Member, ITE Committee 4M-18, "Identification of Research Areas Regarding Human Factors in Traffic and Transportation Engineering Research Regarding Human Factors in Transportation Engineering", 1983 through 1987.
- Member, ITE Committee 4A-27, "Traffic Control Devices for Low Volume Roads", 1986 to 1990.
- American Public Works Association (APWA), Southern California Area Transportation Committee. Member 1981 to date. Served as Chairman 1983 through 1984.
- Member, ITE Committee 5P-3, "Pedestrian Facilities", 1990 to 1995.
- Institute of Transportation Engineers Reviewer of Manual On Uniform Traffic Control Devices (MUTCD) in assistance of NCUTCD Technical Committee, 1987 to 2001; 2008 to present

Federal Tax I. D. number 93-3655656

J.

Boero, Kristina

From: Margot Griswold <mgriswold@landiq.com>
Sent: Monday, June 15, 2015 1:25 PM
To: Boero, Kristina
Subject: Comment letter DSEIR (PL13-0158)
Attachments: DSEIRKoenigstein oil.docx

Please find my comments attached to this email for the draft SEIR (PL13-0158).

Margot Griswold
12138 Koenigstein Road
Santa Paula, CA 93060

J.

Dear Ms. Boero:

I find the draft SEIR (PL13-0158) is inadequate for a number of reasons as stated below. First, I would like to comment on the whole process. The draft EIR does address many of the comments that were made during scoping hearing and comment letters that were submitted to the County of Ventura. These comments should be considered in the EIR.

J-1

As stated in *Whitman vs. Board of Supervisors*, the lawsuit painstakingly brought by citizens thirty years ago on this very CUP, an EIR is defined in Public Resources Code section 21061 as "an informational document," the purpose of which "is to provide public agencies and the public in general with detailed information about the effects which a proposed project is likely to have on the environment; to list ways in which the [88 Cal.App.3d 406] significant effects of such a project might be minimized; and to indicate alternatives to such a project."fn.3 I expect no less today.

J-2

Against this backdrop, it must be understood that Ventura County has determined that any oil and gas CUP, regardless of its potential or past environmental impacts, must be treated as frozen in time. In other words, whatever conditions were contained in the CUP at the time it was granted are the extent and limit of any future permitting. Upper Ojai has the largest and probably the oldest CUP in Ventura County. CUP 15 encompasses 7880 acres on the Southern half of the Upper Ojai Valley. Four more antiquated CUP's cover the adjacent Silverthread Field and Sisar Creek Field. There are no conditions that will ever be put on these oil permits. As of March, 1979, there were about 195 producing wells in the Ojai Oil Field (Silverthread, CUP 15, and Sisar areas). Now, in 2015, there are still no conditions, NOR TIME or DRILLING LIMITS on those CUP's.

J-3

At this time and for this DSEIR, the County of Ventura must take the time and opportunity now to study the cumulative effects of all of the oil and gas activities on the environment over the past 100 years when we have a conditioned, expired CUP adjacent to the non-conditioned CUP's, when will this ever be done? Continuing to permit oil and gas CUP's in Upper Ojai without cumulative effects studies is to ignore the purpose and intent of CEQA.

J-4

Substantial changes to the conditions under which the permit was issued have occurred which must trigger a CEQA review. Today, California is in an unprecedented drought. Governor Brown has declared a drought state of emergency. All water agencies, all members of the public, and all industries have been tasked with cutting their water use by 25%. The implications of this extreme drought do not just affect the use of hundreds of thousands of gallons of water to drill an oil well. The water to drill this well will come from the water well located on the property. That same aquifer provides water to dozens of private homes in the immediate area. The heavy draw on that one water well may affect nearby homeowners and the production of their own wells.

J-5

WATER RESOURCES

On page 52, the applicant claims that the short-term water use would be equivalent to 0.07 acre-feet per year. Averaging water usage over a one year period when all the water would actually be used over a short period of a few weeks, as stated by the applicant, is

J-6

misleading at best. Based on information provided by the applicant, the average consumption of water during drilling operations would be 10,500 gallons per day. Absent a hydrology study that shows that this amount of water can safely be withdrawn from the existing aquifer without effecting existing uses of that aquifer, the applicant should be required to truck in water from exterior sources.

The applicant should retain a qualified hydrologist, acceptable to the County, to prepare a hydrological evaluation of the existing aquifer to determine that the withdrawal of water required for drilling can be accomplished without having any effects on exiting uses of that aquifer. In the absence of such hydrological evaluation, the applicant shall provide water to the facility for drilling purposes via trucks from an approved Water Purveyor. The applicant shall provide a "will serve" letter from the Water Purveyor.

The drought has put the flora and fauna of Upper Ojai under extreme stress. Cal Fire has just completed an aerial survey of the number of dying and dead trees in California National Forests. According to this report, there are 999,000 acres of dead trees. (AP News story). The Upper Ojai Summit Fire Station just submitted a report to Ventura County Fire Department on the effects of the drought on the Upper Ojai protected oak forests. Preliminary information puts the tree death rate at about 20%. Fish and Wildlife just issued a public statement that many species of wild animals are abandoning their young as a matter of survival. "California Department of Fish and Wildlife officials said drought has forced more bears and deer to venture onto mountain highways, where many are struck and killed by vehicles." (LA Times Veronica Rocha, 2015). The addition of three new oil wells on an existing well pad near Sisar and Bear Canyon Creeks is an unnecessary risk in today's drought climate. The effects of truck traffic, drilling rigs, air pollution, noise, increased human activity, and the potential for an accidental oil or brine water spill might just prove to be the additional critical impact that causes a permanent crash in a species population. There is no mention or study of this in the DEIR.

Water wells are drying up and new ones are being drilled at a record pace (see water well permits issued in 2014 and 2015.) These new wells are deeper and entering new aquifers of untapped water. We have no idea what impact oil and gas drilling, production or completion techniques may have on the rapidly diminishing water in this area. We, the citizens of Ventura County, call upon our Resource Management Agency to complete a scientific study of the possible serious environmental impacts, cumulative or project specific of drilling new wells during this historical drought.

The 1985 EIR called for a thorough study of the flora and fauna in the Upper Ojai as part of a cumulative review of the potential harm to the environment that decades of oil operations might have done. The FEIR is not the product of a study by the Planning Department ratified by the Board of Supervisors. Rather, it is the culmination of a lawsuit successfully brought by local citizens to force the Planning Department to study the cumulative impacts of oil and gas development in Upper Ojai. The DEIR omits the fact that the adopted FEIR contains a statement from the biologist charged with assessing the impact of oil and gas operations on Sisar and Bear Creeks that says the time of year was not suitable for making this evaluation. Therefore, as a condition of approval of the FEIR, a recommendation was made to do a multi agency task force study of the flora and fauna in the immediate future. As pointed out in our comments at the scoping hearing, there never was such a study. Planning Staff dismissed the suggestion by saying it was just a

recommendation. So now, in this supplemental EIR, you have the responsibility to look at the flora and fauna in a sensible, thoughtful manner to assess the historical and future health of the ecosystem. Ventura County General Plan Resources Appendix includes 4 pages of promises to the public about our biological resources. The section concludes, "The interdependence of all life forms and the ecological needs for a stable and well- balanced environment must be recognized so that a healthy coexistence between human and natural biological communities can be assured."pg59. This project is adjacent to one of the oldest and largest oil and gas production CUP's in Ventura County. The CUP is considered "antiquated". In other words, the County has relinquished its power to do anything on that CUP. Therefore, when there is a CUP such as this one that is open for review and study, in the words of Jeff Barnes, County Counsel, "we had better get it right." At a minimum, there should be a careful, thorough biological review of the cumulative effects of oil and gas production on the flora and fauna of Upper Ojai as was promised in the EIR of 1985. Anything less is a real affront to the citizens of this community and a startling lack of interest and follow-through on the part of our lead agency.

J-9

Traffic

The original FEIR adopted by the Ventura County Board of Supervisors has determined that the intersection of Koenigstein Road and Highway 150 is too dangerous for large oil trucks.

J-10

It is up the applicant to disprove that finding. The DEIR references a "traffic study" done by Public Works. Not only is the "traffic study" not included in the DEIR, the supporting video cited by the reviewing agency is also not included. It appears that the traffic report was completed without even a site visit.

The DEIR states that the traffic volume according to CALTRANS data is about 2009, the same as it was in 1983. CFROG checked the same CALTRANS data and for 2013 it was 3900 ADT, about a 1/3 increase. It has not remained static for 30 years as the DEIR asserts. Additionally, Koenigstein Road is the only entrance to a housing subdivision that was permitted in early 2000. The volume of residential traffic has steadily increased as available lots have been purchased and developed. The traffic numbers must be updated in order to draw any accurate conclusions.

J-11

Substantial evidence including in the record supports the fact that the Koenigstein Road intersection has not been determined to be unsafe. (See 2nd District Court Case [Whitman v. Ventura County]).

J-12

In State of California v Superior Court, the court found that an EIR is presumed adequate and the petitioner (applicant in this case) has the burden of proving otherwise:

"An agency abuses its discretion if it fails to proceed in a manner required by law or if substantial evidence in the record does not support the agency's decision. (Save Our Peninsula Committee v. Monterey County Bd. of Supervisors (2001) 87 Cal.App.4th 99, 117.) "[A]n EIR is presumed adequate [citation], and the [petitioner] in a CEQA action has the burden of proving

J-13

otherwise." (State of California v. Superior Court (1990) 222 Cal.App.3d1416, 1419.)"

J-13

Without a thorough study of this intersection by a certified traffic engineer mutually selected by the Planning Department and the public, there can be no lawful change in existing circumstances. The health and safety of the public are at stake.

J-14

The SEIR must include the size of trucks that will be used to service these three new oil wells, three existing oil wells and one redrilled well. It can be reasonably assumed that the amount of produced oil will increase, so if the number of trucks is decreased, the logical conclusion is that the service trucks will be need to be larger. There has been no historical demonstration that larger trucks can use the Koenigstein Road intersection safely.

J-15

There is no injection well on the proposed project. The DEIR project description does not mention what will be done with brine water. The trucks for transporting the brine water must also be counted in the daily usage numbers. Does the applicant intend to inject the produced water in the injection well on the Nesbitt lease? If so, then the cumulative impacts of that application must be considered as a consequence of this action. What is the proposed schedule of large trucks utilizing the intersection? An EIR should include, at the least, an analysis of best case find, medium case find, and low case find and the number of truck trips it would take to service each scenario.

J-16

There is no mention of the natural gas that will be produced on this CUP. The disposition of the gas has not been discussed or evaluated. The Agnew well records on this site indicate a history of problems with APCD over flaring and disposition of the gas. The current plan and an analysis of each possible use or disposition of the gas must be included in the SEIR. The formula for analyzing greenhouse gases in the DEIR is incorrect and underestimates emissions. Plus there are no phased reductions or re-openers to conform with new greenhouse gas regulations that will likely come as the state endeavors to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 and an 80 percent cut by 2050

J-17

The DEIR fails to show how the applicant will protect Sisar Creek from possible contamination from oil spills, hazardous chemical spills, and brine water spills. Sisar Creek consists of about 7.4 stream miles and is tributary to Santa Paula Creek. It flows southeast, entering Santa Paula Creek near the area of Sulphur Springs. In 1975 as part of a study of freshwater fishes and habitat, Sisar Creek was surveyed and multiple and "abundant" fish were observed with excellent summer holding water, abundant food, adequate cover and suitable water temps..." (Moore 1980a).

Sisar Creek was surveyed again in 1992 and was absent any Steelhead fish . Why is there a decline in the number of steelhead trout in Sisar Creek? Since this is critical habitat for steelhead trout, the lack of any mention of the species in this DEIR is further evidence of its inadequacy. The project site is adjacent to Sisar Creek. However, there are hundreds of oil wells on the "antiquated" CUP surrounding this CUP that are also adjacent to Sisar Creek. It can be reasonably assumed that the cumulative effects of the almost 100 years of oil production has had an effect on the quality of the water in Sisar Creek. During that 100 years of oil production, not one study has been done to assess the effects of oil production

J-18

activities on the environment in this area. Within the past 3 months there was an oil pipeline break in the immediate vicinity of CUP 3319 near Sisar Creek. While no oil penetrated the creek, it was a close call. This is not an unusual occurrence.

J-18

Spills, breaks, and carelessness have kept local backhoe workers and cleanup crews in this community busy for decades. Our lead agency has relinquished its police power to other agencies and is the last agency to show up on a spill site. Today, especially during this extreme drought, we must study the effects of oil and gas production on the Endangered Steelhead Trout in Sisar Creek to determine if there is anything that can be done to reinvigorate this habitat.

J-19

The Summit Fire Department should be consulted for two reasons. The number of accidents that they have responded to on Highway 150 and the type of accidents should be analyzed. Additionally, the Fire Station is being relocated because of its dangerous location on a blind corner. It was determined that the turn onto Highway 150 for fire trucks presented a danger to motorists and fire department personnel.

There has been no accident involving a fire truck departing that fire station. Yet, at great expense, the fire department is being relocated to increase safety on Highway 150. So, it must be demonstrated to the public that the same condition less than a mile away can be safely permitted for large oil trucks. This issue was raised at the scoping hearing for the DEIR, yet it has been completely ignored in this report. The public has a right to ask that their health and safety be protected by our lead agency.

J-20

The second analysis of fire department records should cover the number and type of the response calls to oil and gas incidences in Upper Ojai. Without that careful analysis of accidental emergencies already in the record, the public cannot be reassured as to the implications of the safety of further development.

CUP 3345 contains the following under statement of overriding consideration number 9: "The nearest pipeline is the Arco Four Corners Pipeline located south of Highway 150. Condition 49 requires that connection to an oil pipeline be done when production averages 350 barrels of oil per day (about two trucks per day)." The DEIR permits an average of 1.1 tanker trucks per day or 2.3 one-way trips per day.

However, a second application just submitted by the same operator to use the Koenigstein Road would create an additional amount of oil and a commensurate increase in tanker truck traffic that would put the amount of truck trips at or over the two trucks per day condition. The use of the commercial pipeline merits a complete analysis of costs weighed carefully against the risks of using Koenigstein Road for large oil truck traffic. This analysis should be done by a third party, unbiased consultant since the Planning Staff have demonstrated their bias by not even mentioning the immediate option of a pipeline which would eliminate the burden of danger that large trucks pose to the public.

J-21

Likewise, there is no analysis of the cost of repairing the washed out bridge over Sisar Creek. The obligation is on the applicant to provide access that was authorized by the CUP. The DEIR puts forth no evidence to support the assertion that Fish and Wildlife might not allow the reconstruction of the bridge. The conclusionary information provided for the public regarding this critical issue is woefully incomplete and dismissive. Public Resources Code section 21153 requires a public

J-22

agency preparing an EIR to consult with and obtain comments from "any public agency which has jurisdiction by law with respect to the project..."fn.8 Section 15029.6 include in this category of public agencies "...the area in which reside those citizens most directly concerned by such environmental effects..."fn.9

J-22

General Lack and Cumulative Impacts Analysis

The list of agencies that should be consulted as to all aspects of this DEIR include: City of Ojai, City of Santa Paula, United States Forest Service, California Department of Fish and Wildlife, United States Soil Conservation District, Regional Water Quality Control Board, Ojai Resource Protection District, Sesar Water District, Ventura County Watershed Protection District, California Department of Transportation, California Highway Patrol and the Ojai Unified School District, Summit School. This task must be taken seriously. It is not only the law, it is the imperative that our environment be protected to the fullest extent. Therefore, we need the knowledge and expertise of all jurisdictional agencies.

J-23

CEQA Guidelines section 15142 mandates that the EIR contain specific references to "both existent and planned" related projects in the region for the purpose of analyzing possible cumulative impacts. There currently is a pending project for 19 new oil wells within two miles of the project. And amazingly, the same applicant has a pending application to reopen an oilfield it promised to abandon two years ago utilizing Koenigstein Road for access. The full cumulative effects of all possible trucks and future build out of the Nesbitt/Harth lease areas accessed by Koenigstein Road must be evaluated. The estimate of truck traffic currently being asserted is woefully underestimated. There must be a reasoned plan determining potential oil development that is presented to the public now to evaluate the cumulative impacts.

J-24

The County is once again participating in piecemealing projects so that the public sees only partial impacts.

"It is well established that "CEQA forbids "piecemeal" review of the significant environmental impacts of a project." (Banning Ranch Conservancy v. City of Newport Beach (2012) 211 Cal.App.4th 1209, 1222 (Banning Ranch).)

Rather, CEQA mandates "that environmental considerations do not become submerged by chopping a large project into many little ones—each with a minimal potential impact on the environment—which cumulatively may have disastrous consequences." (Bozung v. Local Agency Formation Com. (1975) 13 Cal.3d 263, 283-284 (Bozung).) Thus, the term "project" as used for CEQA purposes is defined broadly as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment . . ." (Cal. Code Regs., tit. 14, § 15378, subd. (a).) "Courts have considered separate activities as one CEQA project and required them to be reviewed together where, for example, the second activity is a reasonably foreseeable consequence of the first activity [citation]; the second activity is a future expansion of the first activity that will change the scope of the first activity's impacts [citation]; or both activities are integral parts of the same project [citation]." (Sierra Club 13 v. West Side Irrigation Dist. (2005) 128 Cal.App.4th 690, 698 (Sierra Club)).

J-25

Whether a project has received improper piecemeal review is a question of law that we review independently. (Banning Ranch, supra, 211 Cal.App.4th at p. 1224.)" (Paulek v California Dept. of Resources, 2014)

J-25

The same applicant has made application with Ventura County Planning Department for reopening an oil lease that was promised to be abandoned to abate the violation of illegally using Koenigstein Road for approximately 20 years. That application is premised upon the approval to use Koenigstein Road if it granted by this DEIR. In this situation the second activity is a reasonably foreseeable consequence of the first activity. In fact, the second activity is dependent upon the first activity. The applicant has not abandoned the oil field within two years as promised and has put in

J-26

writing that they never intended to abandon the oil field. This was a deception of the Planning Commission. Therefore, the cumulative impacts of the full development of both oil CUP's must be analyzed for their environmental impacts to the residents of Koenigstein Road and the public using Highway 150.

The California Supreme Court has observed that an EIR serves "to demonstrate to an apprehensive citizenry that the [responsible public] agency has in fact analyzed and considered the ecological implications of its action."

J-27

I hope that you will consider our comments and address them fully so that our rights to participate in and be heard in the CEQA process are honored.

Margot Griswold
12138 Koenigstein Road
Santa Paula, CA 93060

Boero, Kristina

From: Danny Everett <danny_everett@msn.com>
Sent: Monday, June 15, 2015 4:57 PM
To: Boero, Kristina
Cc: Tiarzha Taylor; Danny Everett
Subject: Modified Conditional Use Permit (CUP) No. PL13-0158 - Mirada Oil and Gas Facility

June 15, 2015

Ms. Kristina Boero, M.P.P.A.
Ventura County Resource Management Agency
800 S. Victoria Ave., L #1740
Ventura, CA 93009-1740

Dear Ms. Boero,

My wife Tiarzha Taylor and I have lived on Koenigstein Road in Upper Ojai for over 15 years. We are responding to the draft SEIR for the above-referenced CUP for Mirada Petroleum Company to increase their oil and gas operations in Upper Ojai including reopening wells, drilling new wells and obtaining formal approval by the County to use Koenigstein Road for their transportation needs. Given this area has already absorbed a significant amount of oil and gas activity, including hundreds of wells already in use in Upper Ojai, a more detailed examination of the environmental impact of this project is necessary. Key considerations, along with others, should include:

The cumulative impact of all of the more than hundred oil and gas wells in the entire Upper Ojai area alone on air quality, plants and animals, and climate, vs. a singular environmental review of this project,

The impact that the significant amount of water required for oil and gas production will have on area ground water, given water levels are at an all time low as a result of the major California drought, as well as the potential water pollution to the natural springs and aquifers used by property owners as a result of oil and gas operations,

Conducting an updated analysis of the safety of large oil and gas tanker trucks accessing the intersection of Koenigstein Road and Highway 150, and the schedule in which these large trucks are on the road. We have witnessed first-hand from our home large oil production trucks and oil tankers on Koenigstein, including being awakened in the middle of the night by these vehicles as they drive up and down our road.

We are proud to live and raise our three young children in the incredible, bucolic environment that is Upper Ojai. And given the long legacy that oil and gas development has in this region, we also understand the delicate balance of trying to satisfy the desire of neighbors and local residents to maintain a peaceful living environment, with the opportunity for landowners to engage in "free enterprise" and work within the confines of their property to conduct certain land uses. However, oil companies already have a significant presence in Ventura County, with more than 400 oil permits issued since 2012, in addition to the recent approval of 220 mineral acres for oil production behind Thomas Aquinas. Allowing increased oil production and development in this area through a "piece meal" approval process, further complicated by a singular vs. cumulative review of the environmental impacts that the significant oil and gas company operations have in this area, would infringe on the delicate balance between oil company land uses and the desire of similarly situated land owners and local residents to live in a pristine, peaceful environment.

Sincerely,

Danny Everett & Tiarzha Taylor

K.

K-1

K-2

K-3

K-4

L.

June 15, 2015

Kristina Boero,
Commercial/Industrial Permits
Planning Division
County of Ventura
800 S. Victoria Avenue
Ventura, CA93009-L740

Re: Case No. PL13-0158

Dear Ms. Boero,

As a follow up to my letter of June 8th, I want to make the following specific comments with regard to the shortcomings of the Draft SEIR:

It does not include all the foreseeable projects within the vicinity of this existing site, including pending application PL15-0060 to un-abandon Mirada's oil wells referenced in CUP LU11-0041. That would increase the number of wells from the year 2013 approved 9 new wells and 2 reworked wells by, at the minimum, 4 extra wells.

L-1

Also, Mirada recently reactivated its 2 federal wells in the vicinity. The cumulative effect of these proposed wells, along with the other wells that have been changed from idle on the nearby CUP 15, are not addressed in this SEIR.

L-2

It is too heavy a burden to have members of the public have to assess the accurate number of pending well applications, ministerial or discretionary, that the county of Ventura has before it. The county must make an accurate accounting of the true number of foreseeable wells before basing an SEIR on a number that is inaccurate.

L-3

There is no evidence that the Sisar crossing cannot be restored. Back when the flooding occurred in 1993 (not 1995, as inaccurately stated in the documents), the oil company at the time stated that it fully intended to fix the crossing.

If there are environmental issues to fixing the crossing, those can be addressed through applying for a bridge or waivers.

L-4

However the applicant wants to address restoring the original crossing, the county of Ventura must not accept at face value that the crossing is not currently operable. It must have evidence from Ojai Oil and the proper permitting authorities that there is a true impediment. It must be determined whether there is actually an economic motive for Mirada not to want to use the original permitted crossing.

If the application is approved, there is absolutely no sanction for violating an express condition of its permit for the last 22 years. It should not be given the privilege to be granted a new conditional use permit when it has blatantly violated its previous conditional use permit for more than two decades.

L-5

A review of county records shows that the Planning Division, Planning Commission and Board of Supervisors have in numerous official county documents documented the hazards of large oil-related vehicles at the intersection of Highway 150 and Koenigstein Road. It is why oil vehicles

L-6

larger than ¾-ton are prohibited from using that intersection. To completely dismiss 40 years' worth of documented and implemented precautions in a two-page county document that was presided over by Mirada would be laughable were it not so contemptible, so obviously biased and completely unacceptable to any objective decider. The legal liability the county of Ventura would assume by approving this PL13-0158 in the face of overwhelming official evidence of the serious hazards of allowing numerous oil-related traffic at this intersection is astronomical and not in the bounds of good government.

L-6

Bridge No. 326 on Koenigstein Road may not be built for or sturdy enough to carry the weight of the proposed tankers, based on Caltrans' Appendix 20 Weight Chart (Plate 25-5). That bridge has also been determined by Caltrans to be deficient in structural integrity, as evidenced in recent bridge reviews as reported in the media.

L-7

The county needs to carefully examine and review Ventura County Air Pollution Control District applications from the applicant for this CUP and its other nearby CUPs to ensure that they accurately reflect the proper applicant and the proper air credits, etc., involved in processing such permits.

L-8

There have been substantial changes in the area since 1983, including a new subdivision on Koenigstein Road, the build-out of Thomas Aquinas College and a substantial increase in traffic on Highway 150.

L-9

In the 1970s, the county of Ventura took the application of just one new oil well in the vicinity of this applicant's site all the way to the U.S. Supreme Court to ensure there was adequate environmental review. The county of Ventura has since completely changed course, acting as an advocate for misleading, inaccurate and harmful impacts on the Upper Ojai. This is in direct opposition to the legal provisions outlined in the Jan. 17, 1979, California court of appeal case of Whitman vs. Ventura County Board of Supervisors. This Mirada application must be measured against the requirements of that legal document.

L-10

Whitman vs. county Board of Supervisors requires the study of cumulative impacts, not just cumulative impacts up to 1983, but cumulative impacts to this day, 32 years after the decision was rendered.

This inadequate DSEIR compounds an application that is already riddled with both errors and egregious omissions.

L-11

Sincerely,


John Davis
12179 Koenigstein Road.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

M.



Serious drought
Help save water!

June 12, 2015

Ms. Kristina Bocero
Ventura County Planning Division
800 South Victoria Avenue
Ventura, CA, 93009

Re: **Mirada Petroleum Oil and Gas Project**
Subsequent Environmental Impact Report
SCH#20150210453, IGR No.150510EA
Vic. VEN/150/26.174

Dear Ms. Bocero

The California Department of Transportation (Caltrans) has reviewed the Subsequent Environmental Impact Report prepared for the proposed Mirada Petroleum Oil and Gas project. The proposed project consists of continuation of operation of a Petroleum oil and gas production which involves drilling of three new oil wells, the re-drilling of one existing well, and the use of Koenigstein Road for access to the project site.

Caltrans has reviewed the Traffic Circulation and Safety section of the Subsequent Environmental Impact Report (SEIR) and has the following comments:

The 1983 FEIR states that the movement of large vehicles at the intersection of Ojai Road (State Route 150) and Koenigstein Road could create unsafe conditions and prohibited large trucks from utilizing this intersection. The drilling site was to be accessed via a private access road west of Koenigstein Road. However, the private road was flooded in 1995 and tanker trucks have been utilizing Koenigstein Road as it is the only access road to the project site.

M-1

Mirada Petroleum Oil and Gas is requesting permission to utilize Koenigstein Road to access the project site because it is the only road available as it is not feasible to reconstruct the flooded private road. Tanker truck trips would be limited to 8 loads per week (e.g. 16 one-way truck trips per week). This is a reduction of current limits of 12 loads per week (24 one-way trips per week).

M-2

Although the number of tanker truck trips would be minimal and there haven't been any accidents involving tanker trucks at the intersection of Koenigstein Road and State Route 150, Caltrans is concerned with the sight distance along State Route 150. The turning radius may not

M-3

Ms. Kristina Boero
June 12, 2015
Page 2

be adequate to accommodate a right turn from SR-150 onto Koenigstein Road without encroaching onto the opposite lane. Caltrans requests installation of warning flashing lights and signs in both directions approaching the Koenigstein Road intersection.

M-3

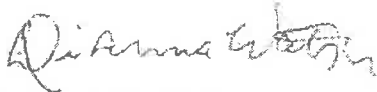
Caltrans recommends widening of the Sisar Creek Bridge to improve tanker truck ingress and egress movements from State Route 150 to Koenigstein Road. Please coordinate with Caltrans to determine the feasibility of the bridge widening and/or other mitigation alternatives.

M-4

Caltrans staff is available to work with Ventura County and the applicant to adequately mitigate potential safety concerns associated with the proposed Mirada Petroleum Oil and Gas project. Please contact project coordinator Elmer Alvarez to schedule a meeting or a teleconference to discuss the traffic safety concerns mentioned above. He can be reached at (213) 897-6696 or electronically at elmer.alvarez@dot.ca.gov.

M-5

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief
Caltrans District 7

cc: Scott Morgan, State Clearinghouse