

4.14 Public Services and Utilities

This section describes existing public services and utilities in the Project area, identifies applicable regional and local rules and regulations regarding public services and utilities, provides significance thresholds, assesses the Proposed Project's impacts to public services and utilities and their significance, and recommends measures to avoid or substantially reduce any effects found to be potentially significant.

Scoping Comments Received. During the scoping comment period for the EIR, written and verbal comments were received from agencies, organizations, and the public. These comments identified various substantive issues and concerns relevant to the EIR analysis. Appendix B includes all comments received during the scoping comment period. The following list provides a summary of scoping comments applicable to this issue area and considered in preparing this section:

- Assess public safety impacts to the Pismo Beach Police Department and Fire Station 64, located in the 1000 block of Bello Street, and to emergency response activities given the high number of tourists visiting the area.
- Address effects of closing the DCPP and preventing expansion of its existing desalination plant on water supplies.

4.14.1 Environmental Setting

The Proposed Project includes the Diablo Canyon Power Plant (DCPP), the Pismo Beach Railyard (PBR), and Santa Maria Valley Railyard – Betteravia Industrial Park (SMVR-SB). The 750-acre onshore portion of the DCPP site has no permanent residents. The nearest residential areas are in Avila Beach and Los Osos, which are located approximately 7 miles southeast and approximately 8 miles north of the DCPP site, respectively.

PBR is an approximately 25.5-acre site located approximately 0.3 mile from US-101 at 800 Price Canyon Road within the City of Pismo Beach. The PBR facility has undeveloped land to the north with a scattering of residences along Price Canyon Road; a Union Pacific Railroad line and open space to the east, with residential development further east; the City of Pismo Beach's wastewater treatment plant and public sports complex to the south; residences to the southwest and west; and a middle school, church, police station, and fire station to the west (west of Price Canyon Road). The nearest residential home is approximately 300 feet southwest of the PBR.

The SMVR-SB site is located approximately 1.6 miles west of the City of Santa Maria in the Santa Barbara County at 2820 W. Betteravia Road. The site is approximately 28.4 acres, bordered to the north by Betteravia Road and agricultural processing uses (on the north side of Betteravia Road), and on the west, south, and east by agricultural fields.

4.14.1.1 Public Services

DCPP Facility Security and Police Services. As described in Section 2.3.2, *Site Security Modifications*, existing site security infrastructure at the DCPP includes various structures, systems, and components such as the Personnel Access Facility, fences, and gates. Existing security consists of personnel stationed at Avila Gate 24 hours a day, 7 days a week, and armed security throughout the plant site. The DCPP has sufficient security personnel to meet all Nuclear Regulatory Commis-

sion (NRC)-mandated security requirements in accordance with Title 10 of the Code of Federal Regulations, Part 73.55. Additionally, as indicated in Table 2-2, *Ongoing and Proposed Plans, Programs, and Reports*, an NRC-approved Emergency Plan would be implemented throughout the DCPP Decommissioning Project. The Emergency Plan includes existing requirements for maintaining the capability to obtain off-site agency support for DCPP emergencies. New security infrastructure is required as the site changes during decommissioning activities, and includes a new security building, new security area (revised Owner-Controlled Area [OCA], see Figure 2-17), upgraded fencing, defensive positions, cameras, lighting, roads, and access paths and sidewalks (PG&E, 2021a).

The San Luis Obispo County Sheriff's Department, the Santa Barbara County Sheriff's Department, California Highway Patrol (CHP), US Coast Guard, and other police stations within San Luis Obispo County and Santa Barbara County also serve the Project areas. PG&E also has a letter of agreement with the CHP to provide aid during an emergency at the DCPP (PG&E, 2021a). The San Luis Obispo County Sheriff's Office has a letter of agreement with PG&E regarding providing security support at the DCPP. The specifics of these agreements are confidential. The CHP office in San Luis Obispo is located at 675 California Blvd, San Luis Obispo, approximately 20 miles southwest from the DCPP. The closest Sheriff's Department station to the DCPP is the San Luis Obispo Coast Station (2099 10th Street, Los Osos), located approximately 25 miles (driving distance) north of the DCPP site. Sheriff's Office patrol personnel are deployed from this station which covers Avila Beach to San Simeon, and from the Los Padres mountain range to the Pacific Ocean, and includes the DCPP site (San Luis Obispo County Sheriff's Office, 2021). The US Coast Guard provides both maritime law enforcement and response.

The closest police station to the PBR is the City of Pismo Beach Police Department (1000 Bello Street, Pismo Beach), located approximately 0.4 mile southwest of the PBR site (Pismo Beach, 2021). The closest Sheriff's Office to the SMVR-SB site is the Santa Maria Sheriff's Station (812-A W. Foster Road, Santa Maria), located approximately 8 miles southeast of the SMVR-SB site (Santa Barbara County Sheriff's Office, 2021).

Fire Protection Services. The Diablo Canyon Fire Department (DCFD), which is currently staffed and operated by PG&E, consists of three crews with a minimum of five personnel each and provides the primary fire protection to the DCPP site. According to the San Luis Obispo County Fire Consolidated Fire Protection Strategic Plan, the DCFD was established to address the County's extended response time (over 15 minutes) due to the DCPP site's remote location (CAL FIRE/San Luis Obispo County Fire, 2012). The County of San Luis Obispo contracts with CAL FIRE which functions as the County's Fire Department (hereinafter referred to as "CAL FIRE/County Fire") to provide fire protection and emergency response services. As described in Table 2-2, *Ongoing and Proposed Plans, Programs, and Reports*, the existing Operational Plan provides for the unified response between CAL FIRE/County Fire and the DCFD during a fire incident at the DCPP. The Operational Plan approved by both PG&E and CAL FIRE/County Fire, sometimes referred to as a Memorandum of Understanding (MOU) in recognition of the joint agreement, is required to be updated periodically.

The DCPP has a fire alarm system and existing site procedures covered by the Operational Plan for emergency fire response. Through the terms of the Operational Plan, CAL FIRE/County Fire

provides backup fire protection and emergency response services if the DCFD requires additional assistance. Fire protection services needs at DCPD would change once all spent nuclear fuel (SNF) has been moved to the Independent Spent Fuel Storage Installation (ISFSI) (i.e., expected to occur from approximately 2025 through 2029). PG&E proposes to amend the Operational Plan to specify the terms of the transition process for fire protection services. Additionally, as noted in Table 2-2 a Transition Plan would be implemented to provide for transitioning fire protection services from the DCFD to the CAL FIRE/County Fire in a manner agreeable to both entities. Section 2.3.23, *Site Conditions at End of Phase 1*, describes the proposed transition of fire protection services at the DCPD when all SNF has been moved to the ISFSI and all Greater than Class C (GTCC) waste has been moved to the new GTCC Waste Storage Facility. Some DCFD personnel would remain on site for a period of time during the transfer of SNF to the ISFSI to provide fire protection support.

The closest CAL FIRE/County Fire station to the DCPD site is the Avila Valley Fire Station 62, located in Avila Valley at 1551 Sparrow Street, with an estimated 17-minute response time from the station to the power plant portion of the DCPD site (PG&E, 2021b). The Avila Valley Fire Station 62 is staffed with two permanent employees, one Fire Apparatus Engineer and a Fire Captain, and has one Type-1 fire engine and a Personal Watercraft for water rescues (San Luis Obispo County Fire Department, 2022a).

CAL FIRE/County Fire also provides fire protection services for the City of Pismo Beach. Pismo Beach Fire Station 64 (990 Bello Street, Pismo Beach) is the closest station to the PBR, located approximately 0.38 miles southwest. This fire station employs a full-time staff including a battalion chief, three fire captains, a fire inspector, six fire apparatus engineers, and an administrative assistant, (San Luis Obispo County Fire Department, 2022b; CAL FIRE/San Luis Obispo County Fire, 2012). This fire station provides fire/rescue, ocean lifeguards and Junior Lifeguard programs.

Santa Barbara County Fire Department provides fire protection services for Santa Barbara County. Santa Barbara County Fire Station 21 (335 Union Avenue, Orcutt) is the closest Santa Barbara County station to the SMVR-SB, approximately 5.3 miles southeast, and is staffed with three permanent personnel.

Emergency Medical Services. The following hospitals in the counties of San Luis Obispo and Santa Barbara provide medical services such as surgery, emergency, laboratory, and special medical care and testing (PG&E, 2021a):

- Arroyo Grande Community Hospital (345 S. Halcyon Road, Arroyo Grande)
- French Hospital Medical Center (1911 Johnson Avenue, San Luis Obispo)
- Sierra Vista Regional Medical Center (1010 Murray Avenue, San Luis Obispo)
- Twin Cities Community Hospital (1100 Las Tablas Road, Templeton)
- Lompoc Valley Medical Center (1515 E. Ocean Avenue, Lompoc)
- Marian Regional Medical Center (1400 E. Church Street, Santa Maria)
- Cottage Rehabilitation Hospital (3415 De La Vina Street, Santa Barbara)
- Santa Barbara Cottage Hospital (400 W. Pueblo Street, Santa Barbara)
- Santa Ynez Valley Cottage Hospital (2050 Viborg Road, Solvang)

PG&E has an agreement with French Hospital Medical Center in San Luis Obispo (located approximately 18 miles northeast of the DCPP) to handle both radiological and non-radiological injuries at the DCPP site. PG&E also has agreements with several private ambulance companies within San Luis Obispo County that would provide ambulance services during an emergency.

Emergency medical services that would respond to the PBR would likely be provided by Arroyo Grande Community Hospital, which is the nearest hospital to the PBR, approximately 3.3 miles southeast. Marian Regional Medical Center is the closest hospital to the SMVR-SB site and is located approximately 6.4 miles northeast of the site, respectively (PG&E, 2021a).

Schools. DCPP is within the San Luis Coastal Unified School District, PBR is within the Lucia Mar Unified School District, and SMVR-SB is located within the Santa Maria Joint Union High School District. These districts serve their respective local communities. Table 4.14-1 lists the schools within the counties of San Luis Obispo and Santa Barbara including the name, location of the school, and distance from the nearest Project site (DCPP, PBR, or SMVR-SB).

Table 4.14-1. Schools Serving the Project Area

School	Address	Approximate Distance from Closest Project Site
San Luis Coastal Unified School District		
Baywood Elementary	1330 9th Street, Los Osos	7.8 miles north of DCPP
Bishop’s Peak Elementary	451 Jaycee Drive, San Luis Obispo	11.2 miles northeast of DCPP
C.L. Smith Elementary	1375 Balboa Street, San Luis Obispo	8.3 miles northwest of PBR
Del Mar Elementary	501 Sequoia Street, Morro Bay	12.4 miles north of DCPP
Hawthorne Elementary	2125 Story Street, San Luis Obispo	8.3 miles north of PBR
Laguna Middle School	11050 Los Osos Valley Road, San Luis Obispo	8.5 miles northwest of PBR
Los Osos Middle School	1555 El Moro Street, Los Osos	7.9 miles northeast of DCPP
Los Ranchos Elementary	5785 Los Ranchos Road, San Luis Obispo	4.9 miles northeast of PBR
Monarch Grove Elementary	348 Los Osos Valley Road, Los Osos	7 miles north of DCPP
Morro Bay High School	235 Atascadero Road, Morro Bay	11.3 miles north of DCPP
Pacheco Elementary	261 Cuesta Drive, San Luis Obispo	10.5 miles northwest of PBR
Pacific Beach High School	11950 Los Osos Valley Road, San Luis Obispo	7.8 miles northeast of PBR
San Luis Coastal Adult School	1500 Lizzie Street H2, San Luis Obispo	9.1 miles north of PBR
San Luis Obispo High School	1499 San Luis Drive, San Luis Obispo	9.1 miles north of PBR
Sinsheimer Elementary	2755 Augusta, San Luis Obispo	8.2 miles north of PBR
Teach Elementary	145 Grand Avenue, San Luis Obispo	10 miles north of PBR
Lucia Mar Unified School District		
Arroyo Grande High School	495 Valley Road, Arroyo Grande	3.9 miles southeast of PBR
Branch Elementary	970 School Road, Arroyo Grande	6 miles east of PBR
Central Coast New Tech High	5232 North Thompson Avenue, Nipomo	11 miles southeast of PBR
Dana Elementary	920 W. Tefft Street, Nipomo	7.7 miles north of SMVR-SB
Fairgrove Elementary	2101 The Pike, Grover Beach	3.3 miles southeast of PBR
Grover Beach Elementary	365 S. 10th Street, Grover Beach	2.2 miles southeast of PBR

Table 4.14-1. Schools Serving the Project Area

School	Address	Approximate Distance from Closest Project Site
Grover Heights Elementary	770 N. 8th Street, Grover Beach	1.5 miles southeast of PBR
Harloe Elementary	901 Fair Oaks Avenue, Arroyo Grande	3.4 miles southeast of PBR
Judkins Middle School	680 Wadsworth Street, Pismo Beach	0.2 mile west of PBR
Lange Elementary	1661 Via Alta Mesa #9344, Nipomo	6.7 miles northwest of SMVR-SB
Lopez High School	1055 Mesa View Drive, Arroyo Grande	6.2 miles southeast of PBR
Mesa Middle School	2555 S. Halcyon Road	5.8 miles southeast of PBR
Nipomo Elementary	190 E. Price Street, Nipomo	8.9 miles northeast of SMVR-SB
Nipomo High School	525 N. Thompson Avenue, Nipomo	9.1 miles northeast of SMVR-SB
Oceano Elementary	1551 17th Street, Oceano	3.3 miles southeast of PBR
Ocean View Elementary	1208 Linda Drive, Arroyo Grande	2.6 miles southeast of PBR
Pacific View Academy/ Independent Study	1065 Mesa View Drive, Arroyo Grande	6.2 miles southeast of PBR
Paulding Middle School	600 Crown Hill Street	3.9 miles southeast of PBR
Shell Beach Elementary	2100 Shell Beach Road, Pismo Beach	2.7 miles west of PBR
Santa Maria Joint Union High School District		
Delta High School	4893 Bethany Lane	5.8 miles southeast of SMVR-SB
Ernest Righetti High School	941 E. Foster Road	5.6 miles southeast of SMVR-SB
Pioneer Valley High School	675 Panther Drive, Santa Maria	7.0 miles northeast of SMVR-SB
Santa Maria High School	901 S. Broadway, Santa Maria	4.5 miles northeast of SMVR-SB

Source: Lucia Mar Unified School District, 2021; San Luis Coastal Unified School District, 2021a, 2021b, 2021c, 2021d; Santa Maria Joint Union High School District, 2021.

Additionally, California Polytechnic State University, San Luis Obispo (Cal Poly SLO) and Cuesta College are also located in San Luis Obispo County. Cal Poly SLO is approximately 12 miles northeast of the DCPP and had a 2020 Fall enrollment of 22,022 students (Cal Poly SLO, 2021). Cuesta College is located approximately 10 miles northeast of the DCPP and had a 2019 Fall enrollment of 15,475 students (Cuesta College, 2021). Allan Hancock College, located in Santa Barbara County, is approximately 5.8 miles northeast of SMVR-SB. Allan Hancock College serves approximately 11,300 students (Community College Review, 2022).

Libraries. There are 14 libraries located throughout the San Luis Obispo County. The nearest libraries to the DCPP and PBR include the following:

- Arroyo Grande Library (800 W. Branch Street, Arroyo Grande), approximately 16 miles southeast of the DCPP and 3 miles southeast of the PBR;
- Los Osos Library (2075 Palisades Avenue, Los Osos), approximately 7 miles north of the DCPP and 16 miles northwest of the PBR;
- Oceano Library (1551 17th Street, Oceano), approximately 19 miles southeast of the DCPP and 3 miles southwest of the PBR;
- San Luis Obispo Library (995 Palm Street, San Luis Obispo), approximately 11.8 miles northeast of the DCPP and 9.4 miles north of the PBR; and

- Shell Beach Library (230 Leeward Avenue, Pismo Beach), approximately 11 miles southeast of the DCPD and 2 miles west of the PBR.

Library services in Santa Barbara County are grouped into four zones that serve cities and unincorporated areas within the County. The SMVR-SB site is located within Zone 3, Santa Maria, which provides services to the cities and unincorporated areas located within or near Cuyama, Guadalupe, Orcutt, and Santa Maria (Santa Barbara, 2021). The closest libraries to the SMVR-SB site within Zone 3 include the following:

- Guadalupe Library (4719 W. Main Street #D, Guadalupe), approximately 4.7 miles northwest of SMVR-SB;
- Orcutt Library (175 South Broadway, Santa Maria), approximately 5 miles northeast of SMVR-SB; and
- Santa Maria Library (421 South McClelland Street, Santa Maria), approximately 5 miles northeast of SMVR-SB.

4.14.1.2 Utility Systems

Electricity and Natural Gas. The DCPD currently requires approximately 5 megawatts (MW) of non-DCPD generated electricity for ongoing operations, which is provided by PG&E's regional power grid. PG&E also provides electricity to the PBR and SMVR-SB sites. PG&E's power mix includes all PG&E-owned generation (hydroelectric, fossil fuels, nuclear, and renewables) plus PG&E's power purchases. In 2018 and 2019, the PG&E service area consumed 102,716 gigawatt-hours (GWh) and 104,854 GWh, respectively (PG&E, 2021a). A decrease in electrical generation to the grid from the DCPD would occur as part of the shutdown of DCPD (see Section 1.2.1, *DCPD License Expiration and Retirement*). However, shutdown of the power plant and the effects that may have on the State's power supply are not part of the Proposed Project, as PG&E decided to forgo efforts to renew its licenses to operate DCPD at the expiration of its current NRC Part 50 facility operating licenses in 2016 (see Section 2.1, *Project Summary*). The Proposed Project involves the decontamination and dismantlement (i.e., decommissioning) of the shutdown DCPD components after power generation ceases, which would not result in a decrease in electrical generation.

The DCPD does not use or require natural gas, and no natural gas pipelines or facilities are located within the DCPD site. Southern California Gas Company provides natural gas to the PBR and SMVR-SB sites (PG&E, 2021a).

Wastewater. Wastewater generated by the DCPD is primarily processed on site. The existing DCPD wastewater treatment plant is located on site with a maximum throughput of about 60,000 gallons per day at full capacity. The wastewater treatment plant operates under waste discharge requirements identified in the National Pollutant Discharge Elimination System (NPDES) permit No. CA0003751 issued by the Central Coast Regional Water Quality Control Board (CCRWQCB). PG&E has a contract for licensed personnel to operate the wastewater plant to ensure that effluent releases are within the limits of the NPDES permit. Between 2016 and 2020, the average liquid effluent daily discharge was 13,177 gallons per day (PG&E, 2021a). The DCPD wastewater treatment plant is anticipated to be removed at the end of Phase 1 (2031); an existing septic and

dispersal system in the East Canyon area would be upgraded or a new septic system constructed to support for the revised OCA.

The DCPD site also contains an oily water separator, which collects oily wastewater from all site wastewater-generating operations. Oil is separated and collected into a sludge box where it is removed and shipped off site for disposal. Cleaned water is sent to the discharge where it is mixed with other wastewater discharges (PG&E, 2021a).

The PBR site is connected to the City of Pismo Beach Wastewater Treatment plant; the City contracts with the South San Luis Obispo Community Services District (SSLOCS) to share their treated wastewater outfall in Oceano. The SMVR-SB site is not connected to wastewater services (PG&E, 2021a). The City of Pismo Beach Public Works Department and County of Santa Barbara Public Works Department provide wastewater treatment services to the City of Pismo Beach and County of Santa Barbara, respectively (PG&E, 2021a).

Solid Waste Management. Solid waste is currently generated at the DCPD to support ongoing operations. Solid waste is disposed of consistent with applicable state, local, and federal regulations. The PBR and SMVR-SB sites do not contract for solid waste management services. South County Sanitary Services and Santa Barbara County Resource Recovery and Waste Management Division provide solid waste services to the City of Pismo Beach and County of Santa Barbara, respectively (PG&E, 2021a).

Water Supply. The DCPD utilizes two sources of freshwater for its fire protection system, power operations, and drinking water. The plant desalination unit is the primary source of water, producing up to 450 gallons per minute of freshwater. On-site deep wells also provide supplementary freshwater as necessary. The DCPD is located within the San Luis Obispo County Flood Control and Water Conservation District. The PBR and SMVR-SB sites are not connected to water suppliers (PG&E, 2021a). However, the City of Pismo Beach Public Works Department and County of Santa Barbara Public Works Department provide water supply to the City of Pismo Beach and County of Santa Barbara, respectively (PG&E, 2021a). The County has adopted a multi-source water supply strategy and obtains water from various surface water sources. Table 4.14-2 provides the surface water source, storage capacity, and contracted supply amount to the San Luis Obispo County Flood Control and Water Conservation District and County of Santa Barbara Public Works Department.

Table 4.14-2. Surface Water Sources

Surface Water Source	Storage Capacity (AF)	Contracted Amount/Average Annual Yield (AF/year)
San Luis Obispo County		
Nacimiento Reservoir	377,900	15,750
Whale Rock Reservoir	40,662	40,660
Lopez Lake	49,388	4,530
Santa Margarita Lake/Salinas Reservoir	23,843	6,950
San Luis Obispo County Total	716,183	68,030

Table 4.14-2. Surface Water Sources

Surface Water Source	Storage Capacity (AF)	Contracted Amount/Average Annual Yield (AF/year)
Santa Barbara County		
Jameson Reservoir	7,500	5,291
Gibraltar Reservoir	14,000	4,600
Cachuma Reservoir	205,000	8,277
Twitchell Reservoir	194,971	32,000
Santa Barbara County Total	121,471	50,168

Source: San Luis Obispo, 2020; Santa Barbara, 2019; PG&E, 2021a.

Acronym: AF=acre-feet

Telecommunication Services. AT&T, Verizon, Charter, T-Mobile, Peak Wifi, Spectrum, Sparklight, and Earthlink provide telecommunications services in San Luis Obispo County. PG&E has existing telecommunications capabilities at DCPD and PBR (PG&E, 2021a).

Verizon, Xfinity, COX Communications, Frontier, Viasat, and HughesNet are the primary telecommunications service providers available in Santa Barbara County (PG&E, 2021a).

4.14.2 Regulatory Setting

The primary federal and state laws, regulations, and policies that are applicable to the Proposed Project are summarized in Appendix C. Relevant regional and local laws, regulations, and policies are presented below.

County of San Luis Obispo General Plan, Safety Element. The San Luis Obispo County General Plan Safety Element outlines the County’s applicable goals and policies regarding public services (San Luis Obispo, 1999).

Goal S-1: Attain a high level of emergency preparedness.

Policy S-1: Support the response programs that provide emergency and other services to the public when a disaster occurs. The focus of response activities is saving lives and preventing injury and reducing immediate property damage.

Policy S-2: Continue to improve preparedness programs that educate and organize people to respond appropriately to disasters. They include education and awareness programs for individuals, families, institutions, businesses, government agencies, and other organizations.

Policy S-3: Improve coordination among City, County and State programs, and among others working to reduce the risks of disasters. This should also include improved coordination with the news media. This will result in more effective preparedness, response, and recovery from disasters.

Policy S-4: Expand and keep current the database of safety related information. Knowledge about disasters and the area we live in is growing. New information must be made available to the public and decision makers. Regularly update the GIS data as new information becomes available.

Policy S-5: Continue investigations that reduce or eliminate long term risks. Risk assessment activities, effectively carried out, can improve the efficiency, and reduce the cost of response and recovery from disasters.

Goal S-4: Reduce the threat to life, structures, and the environment caused by fire.

Policy S-14. Ensure that adequate facilities, equipment, and personnel are available to meet the demands of fire fighting in San Luis Obispo County based on the level of service set forth in the fire agency's master plan.

Policy S-15. The CAL FIRE/County Fire Department will maintain and improve its ability to respond and suppress fires throughout the County.

Goal S-6: Reduce the potential for harm to individuals and damage to the environment from aircraft hazards, radiation hazards, hazardous materials, electromagnetic fields, radon, and hazardous trees.

Policy S-25. Maintain a high level of emergency preparedness and information to the public.

County of San Luis Obispo County General Plan, Local Coastal Program, Public Service Considerations. The Public Service Considerations chapter in the County General Plan, Local Coastal Program describes goals, objectives, and implementing strategies for public services (San Luis Obispo, 2018).

Objective 3. Provide additional public resources, services, and facilities in sufficient time to avoid overburdening existing resources, services, and facilities while sustaining their availability for future generations.

County of San Luis Obispo Department of Planning and Building, Onsite Wastewater Treatment Systems Local Agency Management Program. The State Water Resources Control Board adopted Resolution No. 2012-0032, the Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems (OWTS policy) on June 19, 2012. The OWTS policy became effective on May 13, 2013, and established a statewide, risk-based tiered approach for the regulation and management of OWTS. The purpose of Local Agency Management Program (LAMP) is to allow continued use of OWTS within the jurisdiction of the County of San Luis Obispo as well as to expand the local program to permit and regulate non-conventional OWTS while protecting water quality and public health. The Central Coast Water Board has jurisdiction over the County of San Luis Obispo and authorizes the County of San Luis Obispo Planning and Building Department to issue certain OWTS permits.

The County of San Luis Obispo Department of Planning and Building oversees OWTS permits, projects, and reviews and approves the plans. To obtain a construction permit for the installation of a new or replacement septic system, the Applicant shall submit a percolation test design and results of percolation testing performed by a registered civil engineer, registered geologist, or registered environmental health specialist. The qualified professional must develop and submit a layout design for the proposed building project and specific OWTS for review. Prior to approval of the layout design, additional testing (including depth to groundwater measurements during an average rainfall year or grading permits) may be required. Some OWTS permits require County

Planning and Building grading permits. Before approval of the OWTS construction permit, the applicant must prove that a potable water supply is available for the project. After approval of the OWTS construction permit, the OWTS can be installed. An inspection prior to backfill of the OWTS is required and appropriate stormwater best management practices must be implemented during construction. At the time of inspection, the engineer's report of system construction shall be collected.

City of Pismo Beach General Plan, Facilities and Services Element. The City of Pismo Beach General Plan, Facilities and Services Element contains the following relevant policies (Pismo Beach, 2014).

Policy F-10: Response Time. The City should maintain personnel, equipment and facilities to achieve a minimum four-minute response time 95 percent of the time on medical emergencies. The City should also maintain same for a minimum acceptable response time of five minutes 95 percent of the time for all other emergency service calls to all areas of the city.

Policy F-12: New Developments/Impact Fees. The City shall require all new development proposed in the city and annexing properties to pay fees for additional equipment and fixed facilities as needed to service the new development. In annexation areas the city will consider the need for additional fire stations, equipment, and manpower. The City may also require the formation of fire protection districts to fund fire suppression and emergency medical services. Water facilities for fire suppression shall be in and serviceable prior to flammable construction.

Policy F-17: Staffing Requirements. The City shall maintain a level of police staffing that will permit the department to give adequate attention to calls for service, to patrol and prevention, and to administrative requirements. New patrol units may need to be established in future annexation areas.

Policy F-18: Emergency Response. The City shall attempt to maintain a police response time to emergency situations (Level I), of no more than five minutes.

Policy F-21: New Developments/Impact Fees. The City shall require all new development proposed in the city and annexing properties to pay fees for additional equipment and fixed facilities as needed to service the new development. This may include the purchase and installation of radio repeater systems.

Santa Barbara County Comprehensive Plan, Hazardous Waste Element. The Hazardous Waste Element includes the following applicable goals, implementation programs, and criteria (Santa Barbara, 2009).

Goal 3-1: To site needed hazardous waste facilities in areas that ensure the protection of public health and safety and the environment.

Implementation Program 3-B (3e) Development Standards. Availability of public services (water, sewer, utilities) is required for hazardous waste treatment, recycling, transfer, and storage facilities in urban areas. Onsite, private services are allowed only when these facilities are needed to serve local demand in rural areas, or the size and type of facility is determined inappropriate for urban areas. Onsite, private services shall be designed to accommodate expected demand and to protect environmental resources. Onsite, private

services are allowed for residuals repositories if designed to accommodate expected demand and to protect environmental resources.

Siting Criteria for Offsite Commercial Hazardous Waste Facilities 1: Protect Residents of Santa Barbara County

Part D. Availability of Emergency Services. Hazardous waste facilities shall be located where served by fire departments trained to deal with hazardous materials accidents and where response times are the same or better than those recommended by the National Fire Protection Association unless it is demonstrated to the satisfaction of the County or City that comparable emergency response capabilities will be available onsite. Additional emergency services, design, and equipment may be required based on the risk assessment and the risk management and emergency response plans.

As described in Section 1.3.3.2, *Surface Transportation Board*, railroads are under the jurisdiction of the federal government such that local agencies are preempted from exercising jurisdiction over railyards (e.g., SMVR-SB).

Santa Barbara County Comprehensive Plan, Seismic Safety and Safety Element. The Seismic Safety and Safety Element includes the following applicable goals, objectives, and policies (Santa Barbara, 2015a).

Geologic and Seismic Goal 1: Protect the community to the extent feasible from risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards pursuant to Government Code §65302(g)(1), Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body.

Policy 3. The County shall ensure compliance with State seismic and building standards in the evaluation, design, and siting of critical facilities, including police and fire stations, school facilities, hospitals, hazardous material manufacture and storage facilities, bridges, large public assembly halls, and other structures subject to special seismic safety design requirements pursuant to the California Code of Regulations, Title 24, Part 2 California building code.

Policy 4. The County Office of Emergency Services (OES) shall continue coordinating emergency planning for the Santa Barbara Operational Area pursuant to the California Emergency Services Act of 1970.

Fire Protection and Prevention Goal 1: Protect the community from unreasonable risks associated with the effects of wildland and urban fires pursuant to Government Code 65302 (g)(1).

Policy 8. The County Office of Emergency Services (OES) shall continue coordinating emergency planning for the Santa Barbara Operational Area pursuant to the California Emergency Services Act of 1970.

Flood Goal 1. Protect the community from unreasonable risks of flooding pursuant to Government Code §65302(g) et. Seq.

Flood Objective 1. Pursuant to County Code Chapter 15A-Flood Plain Management, promote the public, health, and general welfare, and minimize public and private losses due to flood conditions.

Policy 3. The County shall maintain the structural and operational integrity of essential public facilities during flooding pursuant to Government Code §65302(3)(g)(2)(iii).

Policy 4. The County shall locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identify construction methods or other methods to minimize damage if these facilities are located in flood hazard zones pursuant to Government Code §65302(3)(g)(2)(iv).

Policy 8. The County Public Works Department should continue working with the County Office of Emergency Services in updating flood information in the Santa Barbara County Multi- Jurisdictional Hazard Mitigation Plan.

Policy 11. The County Office of Emergency Services (OES) shall continue coordinating emergency planning for the Santa Barbara Operational Area pursuant to the California Emergency Services Act of 1970.

County of Santa Barbara Comprehensive Plan, Energy Element. The Santa Barbara County Comprehensive Plan Energy Element provides applicable goals and policies regarding water and solid waste (Santa Barbara, 2015b). As described in Section 1.3.3.2, *Surface Transportation Board*, railroads are under the jurisdiction of the federal government such that local agencies are preempted from exercising jurisdiction.

Goal 4: Water Use and Solid Waste. Increase the efficiency of water and resource use to reduce energy consumption associated with various phases of using resources (pumping, distribution, treatment, heating, etc.)

Policy 4.1: Construction. Encourage recycling and reuse of construction waste to reduce energy consumption associated with extracting and manufacturing virgin materials.

Policy 4.2: Recycled Materials. The County shall require adequate areas for collecting and loading recyclable materials in development projects, and shall further address recycling logistics in its zoning ordinance.

Policy 4.4: Procurement of Recycled Products. The County shall procure products made from recycled materials to the maximum extent feasible, and as budget constraints allow.

4.14.3 Significance Criteria

The significance criteria used to evaluate the Proposed Project's potential environmental impacts related to Public Services and Utilities are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. A significant impact would occur if the Proposed Project would:

- Cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and other public facilities.
- Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- Have insufficient water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- Conflict with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.14.4 Environmental Impact Analysis and Mitigation

Impact PSU-1: Affect emergency services including response times for fire or police protection that could necessitate new or altered public services or government facilities (Class II: Less than Significant with Mitigation)

Phase 1

DCPP Project Site

Phase 1 activities would have fewer workers and a different level of activity compared to existing DCPP operations. The number of workers on site would decrease, which is generally around 1,400 operational workers and currently 1,157 (as of 2021), to approximately 870 decommissioning workers during Phase 1. However, decommissioning activities would increase safety and fire hazard concerns for construction-related accidents, hazard spills, and hot work activities such as welding, cutting grinding, and increased combustible loading. There would also be the erection of temporary structures to support decommissioning, and dismantlement of the plant and deactivation of plant systems. Although the DCPP facility has safety protocols in place that would continue to be followed throughout decommissioning activities, many of the applicable plans and programs to minimize or avoid safety hazards and security risks would require updating to address decommissioning risks.

Section 2.2.4, *Ongoing Safety and Environmental Activities*, identifies the following ongoing and proposed plans and programs that may reduce the need for fire and police protection service by addressing safety protocols: the DCPD Hazardous Materials Business Plan, Emergency Plan (Police Protection), Operational Plan, Radiological Protection Program, and the Transition Plan. Each of these plans must be evaluated for changes necessary to address decommissioning activities and updated accordingly. The current Operational Plan agreement with CAL FIRE/County Fire, in particular, must be modified to address the Project-specific decommissioning risks, such as security of the Project sites during decommissioning and radiation protection during removal and transport activities in accordance with NRC requirements. The Transition Plan would provide for transitioning fire protection services from the DCFD to CAL FIRE/County Fire in a manner agreeable to both entities such that the level of service of fire protection or paramedic services would be at a level appropriate for the site post-decommissioning. Recommendations of MM PSU-1 would meet the requirements of the National Fire Protection Association (NFPA) standards. The Emergency Plan for Police Protection would be updated to address the modification to DCPD security once the SNF is transferred to the ISFSI and the GTCC waste is securely stored at the GTCC Waste Storage Facility. It would also identify the policing agencies' (i.e., CHP, County Sheriff) roles and responsibilities following decommissioning. Updating and implementing the plans and programs would help reduce the potential for accidents to occur while ensuring adequate availability of public safety services throughout decommissioning, and thus prevent increasing response times for fire or police protection.

To ensure that these proposed plans are updated for decommissioning, implemented, and adhered to throughout the duration of the Proposed Project, Mitigation Measure (MM) PSU-1 (*Facility Plan Updating, Tracking, and Reporting*) is required, which would reduce impacts to a less-than-significant level, as recommendations would comply with requirements of agencies such as the NRC and NFPA. MM PSU-1 would require PG&E to identify the applicable plans and programs, update them to address Project decommissioning, provide copies to County Planning and Building, record applicable specific recommendations during Project activities, and provide proof of implementation to the County Department of Planning and Building. MM PSU-1 also provides details associated with updating the Operational Plan for decommissioning (i.e., "Decommissioning Operational Plan").

As required by the NRC, the DCPD has armed on-site security. Access to the site is controlled at a staffed gatehouse located at the entrance to Diablo Canyon Road at Avila Beach Drive. There is also a gate on North Ranch Road/Pecho Valley Road. The security requirements for the DCPD site would change during decommissioning, with the transfer of the SNF to the ISFSI and the removal of radioactive plant components. PG&E has an MOU with the CHP, as a requirement of its NRC Emergency Plan, to provide aid during an emergency at the DCPD (PG&E, 2021a). PG&E also has a letter of agreement with the San Luis Obispo County Sheriff's Office which addresses their role in security and emergency planning. The specifics of these agreements are confidential. The MOU and letter of agreement would require updating to address security measures once all the SNF is in the ISFSI and the DCPD site has been released from the NRC Part 50 facility operating licenses, and the revised OCA is established. DCPD Security would maintain security responsibilities for the revised OCA.

The gatehouse at the entrance of Diablo Canyon Road at Avila Beach Drive is proposed to remain until 2035. The existing security gate at the northwest side of the OCA on North Ranch Road/Pecho Valley Road would remain to control access from the north. New security gates would be installed on the southeast side of the revised OCA boundary on Reservoir Road at the intersection of Diablo Canyon Road/Diablo Ocean Drive and at the Marina area at the start of the new blufftop road segment (Diablo Ocean Drive) limiting access north along the new blufftop road and Diablo Creek Bridge. Public access to the open area outside the revised OCA would be restricted and not allowed, unless on the designated Pecho Coast Trail, Point Buchon Trail, or at the DCPP Marina, once permitted (PG&E, 2023a).

During Phase 1 activities, the DCFD would continue to be the primary fire protection and medical services responder for the DCPP site. As outlined in the Decommissioning Operational Plan, CAL FIRE/County Fire and the DCFD would work cooperatively to address authorities, training and drills, plans, and other responsibilities. Once all DCPP operations cease in 2025, PG&E fire support operations would consist of 13 full-time employees (fire brigade and one fire captain) for the first approximately 18 months after the shutdown of Units 1 and 2, and six full time employees (fire brigade and one fire captain) thereafter, until all SNF are removed from the Spent Fuel Pools. Once all SNF has been stored at the ISFSI, which is anticipated by 2029, on-site fire support from CAL FIRE/County Fire would be needed, as the risk of Project-related fire would still be present due to hot work (e.g., welding), and the potential for accidents and enclosed space incidents during decommissioning (PG&E, 2022b). CAL FIRE/County Fire would assume responsibility for determining staffing needs at that point in time (PG&E, 2022a). Potential fire- and safety-related incidents occurring during the transitional period would be identified and addressed in the Decommissioning Operational Plan. Some DCFD personnel would remain on site to provide emergency point-of-contact, share institutional knowledge, and provide necessary training. At that time, staffing at the DCFD would comply with the NFPA staffing standard of three people, including a captain, engineer, and firefighter (one would be a paramedic) (San Luis Obispo, 2022).

Although nuclear reactor electrical generating activities would cease to occur, and the number of workers on site would be reduced, dismantling the DCFD facilities and elimination of on-site firefighting staff would result in an unacceptable response time for the nearest fire station (Avila Valley Fire Station 62) to respond to an incident at DCPP. Closure of the DCFD would impose the burden of providing emergency services at the DCPP site onto Avila Valley Station 62. Avila Valley Station 62 has a response time of 17 minutes to the DCPP site, which is greater than CAL FIRE/County Fire's target response time of 15 minutes for the full range of service levels for rural areas (CalFire/San Luis Obispo County Fire, 2012). The Avila Valley Station 62 could not adequately support both the DCPP site and the community of Avila Beach if multiple emergency events were to occur simultaneously (San Luis Obispo, 2022).

Therefore, MM PSU-2 is required to maintain an acceptable level of service at the DCPP site, surrounding area, and Avila Beach. MM PSU-2 requires the existing DCFD facility be retained and staffed by the DCFD throughout the Project. Retention of the facility would reduce impacts affecting response times for fire and emergency services to a less-than-significant level (Class II). MM PSU-2 would provide a continuous and acceptable level of service for the DCPP site and community of Avila Beach by retaining the existing emergency response facilities to avoid inadequate response times. MM PSU-2 would require the DCFD to be staffed in accordance with

the NFPA staffing standards for an industrial construction site and to retain firefighting vehicles and equipment. In addition, given the extent of the decommissioning activities and the distance to the French Hospital and Sierra Vista Medical Center (approximately 18 and 17 road miles, respectively), MM PSU-2 requires that a suitable location(s) for a helicopter landing zone(s) be selected and demarcated in case an injury warranting life flight occurs.

The use of specialty heavy-haul transport vehicles (generally 12-axle, 20-foot-wide, and 200-foot long transporters) to transport waste may require road and lane closures due to the vehicle size, which could obstruct or slow down emergency service access on affected roads, such as Avila Beach Drive. Although the CHP would escort the transporter during all movements in California, given the width of the specialty heavy-haul transport vehicles (20-feet) and the width of Avila Beach Drive (22-feet), and the need to have sufficient room for personal vehicles in the event of an evacuation, the road would be closed during the transportation of the specialty heavy-haul transport vehicles.

Depending on the contractor and the specific equipment used, the heavy-haul transport vehicle may be able to enter the site without road or lane closures, as the specialty vehicle trailer could be “packed” or stacked to reduce the trailer size to a standard tractor-trailer. For CEQA purposes, the impacts of full road and lane closures for both incoming and outgoing trips (79 inbound and 79 outbound trips) are analyzed, and therefore assumes 158 trips would occur on separate nights.

MM TRA-2 (*Specialty Heavy-Haul Transport Vehicle Transportation Management Plan*) requires that a Transportation Management Plan be prepared for the transportation of specialty heavy-haul vehicles including identification of the schedule, routes, coordination, parking restrictions, notification, and monitoring for heavy-haul transport vehicles and associated road closures. Implementation of MM TRA-2 would reduce impacts affecting emergency access.

Phase 1 and 2 decommissioning activities would include in-water work including removal and restoration of the Discharge Structure, installation and removal of the cofferdam to facilitate the Discharge Structure work, waste loading onto barges from the Intake Structure, and closing the openings of the Intake Structure. PG&E has two boats at its Marina boat dock. In addition, at least one trained boat operator is on site at all times. This would continue during decommissioning. In the event of a water emergency during decommissioning, the boat operator would transport DCFD personnel to provide aid. In addition, PG&E anticipates requiring its barge contractor to provide specified personnel and equipment to respond to emergencies related to barging activities. To ensure water emergencies during decommissioning are addressed, MM PSU-1 requires that a Water Emergency Response Plan be prepared to address the potential for marine-related accidents or emergencies. The Water Emergency Response Plan would identify the number of trained emergency personnel and appropriate watercraft for emergency rescue events. Therefore, impacts related emergency response times would be less than significant with mitigation (Class II).

Railyards

Pismo Beach Railyard. During Phase 1, trucks may transport non-radiological and non-hazardous waste to the PBR site. The Proposed Project would refurbish the PBR site, including replacing a portion of railroad track, wood railroad ties, and adding gravel (see Section 2.3.4, *Modifications and Operations at Rail Facilities*). If the PBR site is used, PG&E would ship non-radiological and non-hazardous waste outside peak traffic periods for Judkins Middle School (morning drop-off approximately 8:30-9:30 a.m. Mondays and 7:30-8:30 a.m. Tuesday-Friday; and afternoon pickup approximately 2:00-3:00 p.m. Monday-Friday and 11:00 a.m. – 12:00 p.m. on Minimum Days), as required by MM TRA-1 (*Truck Transportation Outside of Peak Hours*). Avoiding peak traffic periods would reduce impacts to emergency services response times. Waste transport by rail is expected to be completed by the end of Phase 1 (2031) assuming the PBR site is not used as a contingency site, upon which the PBR site would no longer be used to support the Proposed Project, and no additional emergency services would be needed.

Proposed Project activities at the PBR site would not increase the number of permanent residents or result in a substantial increase in workers, and as such, would not increase the demand for emergency services or new or altered public services or facilities. The impact at the PBR site would be less than significant (Class III).

SMVR-SB. During Phase 1, trucks may transport oversized and heavy loads to the SMVR-SB site. No shipments would occur between 7:00 a.m. and 9:00 a.m. or between 3:00 p.m. and 6:00 p.m. (MM TRA-1) and use of specialty heavy-haul transport vehicles could only occur between 10:00 p.m. and 5:00 a.m. (MM TRA-2). Minor modifications to the SMVR-SB site would be completed to support the Proposed Project (see Section 2.3.4, *Modifications and Operations at Rail Facilities*). Waste transport by rail would occur between 2024 and 2029 (see Table 2-7). Approximately 10 temporary employees would be on site during active use of the SMVR-SB site. This would consist of approximately two PG&E employees, six temporary workers, and two security personnel. The workers would be on site for limited periods of time, as an average of one to six shipments would occur per month between 2024 and 2029. The waste shipment operations would cease after Phase 1.

Security during receipt and storage of the Class A, B, and C wastes at the railyard would be maintained pursuant to 49 CFR 172.820. Security presence would be maintained for the duration of time when each shipment is received and temporarily stored. A Security Plan would be developed that includes the definition of the personnel and duties for each position that is responsible for implementing the Security Plan. Proposed Project activities would not increase the number of permanent residents or result in a substantial increase in workers, and as such, would not increase the demand for emergency services or new or altered public services or facilities. The impacts at the SMVR-SB would be less than significant (Class III).

Phase 2

Phase 2 decommissioning activities would require construction equipment and vehicles entering and exiting the DCPP site to transport workers, materials, and structures, but at a much smaller

scale compared to Phase 1. A maximum of approximately 270 workers would be on site during Phase 2. As with Phase 1, MM PSU-1 (*Facility Plan Updating, Tracking, and Reporting*) would be required in Phase 2 to ensure that recommendations from plans and programs are implemented, tracked, and verified.

Staffing would continue to decrease until site remediation and final site restoration is complete. After remediation and final site restoration at the end of Phase 2, the only staff needed on site would be those required to monitor and protect the ISFSI and GTCC Waste Storage Facility until an off-site interim storage facility or permanent repository is available. The smaller number of staff needed during Phase 2 compared to current operations and Phase 1 would reduce the need for emergency response services. However, Phase 2 activities, including trucking of waste export and materials import, final site grading, site restoration, construction of the blufftop road, and completion of the Discharge Structure restoration and closure of the Intake Structure would still require an appropriate level of on-site emergency services response.

Transfer of the SNF to the ISFSI and GTCC waste to the GTCC Waste Storage Facility is expected to be completed by 2029 (Phase 1). In addition, the Reactor Pressure Vessel and Internals are expected to be removed and transported for disposal in 2030 (Phase 1). During Phase 2, the focus of the DCPD on-site security would be associated with the ISFSI and GTCC waste. However, DCPD on-site security would still provide security for the site until decommissioning is complete. In 2035, PG&E intends to remove the gatehouse at Diablo Canyon Road at Avila Beach Drive. The existing gate on North Ranch Road/Pecho Valley Road would remain. New security gates would be installed on the southeast side of the revised OCA boundary on Reservoir Road and at the Marina area at the start of the new blufftop road segment limiting access north along the new blufftop road and Diablo Creek Bridge. MM CUL-10 (*Plan to Restrict Public Access After Removal of Diablo Canyon Road Guard House Facilities*) requires PG&E to prepare a plan detailing how public access will be restricted to the DCPD site once the Avila Gate Guard House Facilities at Avila Beach Drive/Diablo Canyon Road are removed. This could include the installation of road barricades and/or barriers and no trespassing signs. The purpose of the road barrier is to prevent impacts to cultural resources due to uncontrolled access. The barrier and signage would also prevent trespassing and security issues.

Public access to the open area outside the revised OCA would be restricted and not allowed, unless on the designated Pecho Coast Trail, Point Buchon Trail, or at the DCPD Marina. Assuming a third party leases the Marina area (see Section 2.7, Future Actions – Retain Marina for Permitting and Reuse by Third Party), public access to open areas outside the revised OCA would be restricted to the Marina and Diablo Canyon Road. No other public access would be provided.

Security and emergency planning with the CHP, Sheriff's Office, and any other appropriate law enforcement agency would be conducted during Phase 2, and the necessary agreements with these entities would be updated prior to the end of Phase 2.

With MM PSU-2, the on-site DCFD and emergency rescue equipment and facilities would continue to be maintained and operated by PG&E through completion of Phase 2 to ensure that the level of service would remain adequate. Impacts to fire emergency services and associated response times at the DCPD during Phase 2 decommissioning activities would be less than significant with mitigation incorporated. At the end of decommissioning, the potential for fire or other

emergencies would decrease with the reduced configuration, operation, and types and amounts of hazardous materials on site. Additionally, implementation of MM PSU-2 ensures the continued operation of the on-site DCFD and emergency rescue facilities by CAL FIRE/County Fire post-decommissioning. Therefore, impacts to emergency services associated with DCPD decommissioning would be less than significant with mitigation (Class II).

Post-Decommissioning Operations

New Facility Operations. Traffic to and from the site would include security staff, other employees and visitors, and delivery of maintenance equipment or supplies. Fewer than 50 people are anticipated to be on the site during new facility operations. Access to the revised OCA would be controlled by a new gate located at the southeast entrance to that area on Reservoir Road. An existing controlled access gate is on the northwest side of the revised OCA on North Ranch Road/Pecho Valley Road and limits access from the north (PG&E, 2023a). Security agreements with the CHP and Sheriff's Office would be developed to address security planning and response for the revised OCA. CAL FIRE/County Fire emergency response would entail responding to building, equipment, and vegetation fires within the revised OCA and medical emergencies that would require medical response or transportation to a hospital. As required by the NRC, PG&E would be required to provide for transportation and treatment of injured personnel who may also be radiologically contaminated (NRC, 2015). In addition, PG&E is required by the NRC to identify the services to be provided by local agencies for handling emergencies (e.g., sheriff, ambulance, medical, hospital, and firefighting organizations). In its post-decommissioning Emergency Plan, PG&E must reference and append the arrangements and agreements reached with contractor, private, and local support agencies. The agreements must delineate the authorities, responsibilities, and limits on the actions of the contractor, private organization, and local services support groups (NRC, 2015).

Emergency services would be required to respond to potential accidents and provide rescue services. Avila Valley Station 62 has a 17-minute response time to the DCPD site, which is greater than CAL FIRE/County Fire's target response time of 15 minutes for the full range of service levels for rural areas. Avila Valley Station 62 would not adequately support both the DCPD site and the Avila Beach community if multiple emergency events were to occur simultaneously (San Luis Obispo, 2022). Since the fire station and emergency response equipment would no longer be necessary to support utility services, MM PSU-2 would provide a continuous and acceptable level of service for the site and Avila Beach Community by having CAL FIRE/County Fire assume responsibility, operation, and maintenance of the DCFD facilities, firefighting vehicles, and equipment after the Proposed Project is complete. CAL FIRE/County Fire would provide staffing and emergency services using the retained DCFD facilities, vehicles, and equipment. Impacts would be less than significant (Class III).

Future Actions. Post-decommissioning, the Marina could be sublet (or other arrangement) to a third party for permitting and reuse for recreational, education, or commercial purposes. The Marina improvements would include installing a boat hoist and stairs on the Intake Structure and building a 2,000 square-foot building or office for commercial purposes, a public restroom supported by a septic and dispersal system, and parking facilities. It is assumed that up to 200 people per day would visit the Marina to use the facilities and operate small vessels or personal

watercrafts. It is also assumed that there would be five employees working in support of the Marina operations.

Based on NRC requirements, DCPD security personnel would have the lead responsibility associated with any security emergency within the revised OCA. However, MM PSU-1 requires that the Emergency Plan (Police Protection) be updated to address the transition to post-decommissioning and identify roles and responsibilities of the police agencies (CHP, Sheriff's Office, or other appropriate law enforcement agency) in providing assistance when necessary to DCPD security personnel in the revised OCA. The Sheriff's Office (or other appropriate law enforcement agency such as the Port San Luis Harbor District) would be responsible for responding to any law enforcement incident at the Marina. The new security gate at the start of the new blufftop road segment leading to the Marina would limit access north along the blufftop road and Diablo Creek Bridge (PG&E, 2023a).

Emergency services would be required to respond to potential accidents and provide rescue services. Avila Valley Station 62 has a 17-minute response time to the DCPD site, which is greater than CAL FIRE/County Fire's target response time of 15 minutes for the full range of service levels for rural areas. Avila Valley Station 62 would not adequately support both the DCPD site and the Avila Beach community if multiple emergency events were to occur simultaneously (San Luis Obispo, 2022). Since the fire station and emergency response equipment would no longer be necessary to support utility services, MM PSU-2 would provide a continuous and acceptable level of service for the site and Avila Beach Community by having CAL FIRE/County Fire assume responsibility, operation, and maintenance of the DCFD facilities, firefighting vehicles, and equipment after the Proposed Project is complete. CAL FIRE/County Fire would provide staffing and emergency services using the retained DCFD facilities, vehicles, and equipment. Impacts would be less than significant with mitigation (Class II).

Mitigation Measures for Impact PSU-1.

CUL-10 Plan to Restrict Public Access After Removal of Diablo Canyon Road Guard House Facilities. See Section 4.5.

PSU-1 Facility Plan Updating, Tracking, and Reporting. At least 90 days prior to the applicant's submittal of any applications for decommissioning-related construction permits, the Applicant or its designee shall update all applicable existing facility plans and programs and develop a Plan Tracking and Reporting Form to identify and ensure that applicable recommendations in the plans and programs will be implemented throughout the Project to reduce impacts. The Tracking Form shall include (at a minimum): agencies involved with or have oversight on the plan or program; which agency is lead; deadline or trigger for plan/program requirement; tracking and updating intervals; and information on how missed deadlines on approval or reporting would be handled.

Plan Updating: The updated or new plans and programs shall be submitted to CAL FIRE/County Fire and San Luis Obispo County Planning and Building for review and approval at least 30 days prior to the submittal of permit applications to CAL FIRE/County Fire and San Luis Obispo County Planning and Building for any decommissioning activities or issuance of any permits. No County permits shall be issued until

the Applicant's updated plans are approved and the County's Environmental Monitoring Plan has been incorporated into the updated plans.

At a minimum, plans and programs shall include the following:

- DCCP Hazardous Materials Business Plan
- DCCP Fire Protection Program (Decommissioning Fire Protection Program)
- Emergency Plan (Police Protection)
- Operational Plan (Decommissioning Operational Plan)
- Radiological Protection Program

- Transition Plan

PSU-1A: Prior to any County decommissioning-related construction permit issuance for Phase 1, the Applicant or its designee shall submit the updated and executed Operational Plan (hereinafter referred to as the "Decommissioning Operational Plan") to ensure adequate emergency response requirements and staffing throughout decommissioning Phases 1 and 2 in compliance with existing standards and regulations. The Decommissioning Operational Plan shall also include the following:

1. A Preliminary Transition Plan which addresses timing, process, staffing, and CAL FIRE/County Fire training for post-decommissioning operations and related emergencies associated with the revised OCA to meet National Fire Protection Association standards and State fire safety regulations. The preliminary plan shall include sufficient detail to enable budget planning and coordination between County Administrative Services and CAL FIRE/County Fire in advance of the post-decommissioning transition specified in Mitigation Measure PSU-2; and
2. A Water Emergency Response Plan to address the potential for marine-related accidents or emergencies. The plan shall identify the watercraft available for marine rescue, its location (i.e., Marina dock), and the personnel authorized to access and available to pilot the watercraft. The plan shall identify the authorities and responsibilities for marine rescue in the event of a barge-related accident.

The draft Decommissioning Operational Plan shall be submitted to CAL FIRE/County Fire and San Luis Obispo County Planning and Building Department for review, and shall be approved by Joint-Agency Agreement, Memorandum of Understanding (MOU), or similar mechanism.

PSU-1B: Prior to the issuance of any permits for Phase 2 decommissioning, the Applicant or its designee shall submit a Final Transition Plan to CAL FIRE/County Fire and San Luis Obispo County Planning and Building Department for review and approval. The Final Transition Plan shall be based on the Preliminary Transition Plan and incorporate any changes related to the final budget, staffing, timeframe, and other elements identified during negotiations. The Emergency Plan (Police Protection) shall also be updated to address the transition to post-decommissioning; it may be folded

into the Final Transition Plan and include the appropriate law enforcement agencies in the Joint-Agency Agreement, MOU, or similar mechanism.

PSU-1C: The Final Transition Plan shall be executed via Joint-Agency Agreement, MOU, or similar mechanism prior to the issuance of any County permits associated with Phase 2 decommissioning activities.

Plan Tracking and Reporting: Prior to any County decommissioning-related construction permit issuance, the Applicant or its designee shall submit the Plan Tracking and Reporting Form to the San Luis Obispo County Planning and Building for review and approval, along with copies of the updated plans. Throughout the duration of the Project, the Applicant or its designee shall record the Project activities requiring implementation of the recommendations identified in the plans and programs. Records should include, at a minimum, a brief description of the Project activity, date(s) of activities, and applicable plan recommendations that were implemented. Reporting shall include notification to San Luis Obispo County Planning and Building of any violations or issues that arise under each plan and how the issue was resolved. At the end of each year, by November 15 (no later than December 1), the Applicant or its designee shall submit the Plan Tracking and Reporting Form to the County along with documentation of any plan changes, as proof of implementation. The timeframe for submittal of the form may be modified as determined by the County.

PSU-2 Retain the Diablo Canyon Fire Department and Emergency Facilities. Prior to submittal of any decommissioning permit applications, the Applicant or its designee shall coordinate with CAL FIRE/County Fire on the site selection and demarcation of a suitable helicopter landing zone(s). Beginning in Phase 1, a suitable helicopter landing zone(s) shall be identified according to CAL FIRE/County Fire's standards and made available for CAL FIRE/County Fire's emergency use throughout decommissioning.

Throughout decommissioning Phases 1 and 2, the Applicant or its designee shall retain the existing Diablo Canyon Fire Department (DCFD) facilities (Fire Station), fire fighting vehicles and equipment, DCFD on-site firefighter positions, and the identified helicopter landing zone(s). The number of required firefighting positions once spent fuel is transferred to the ISFSI shall be in accordance with NFPA staffing standards. The facilities, firefighting vehicles and equipment, and helicopter landing zone(s), shall be kept and maintained in good working order during decommissioning. The Applicant or its designee shall continue to provide staffing in accordance with NFPA staffing standards and funding for on-site firefighting services and activities until the end of Phase 2.

Upon completion of the Project, a Joint-Agency Agreement or MOU shall be executed to enable CAL FIRE/County Fire to assume responsibility, operation, and maintenance of the DCFD facilities, firefighting vehicles and equipment, and provide County staffing in accordance with the National Fire Protection Association staffing standards and the Final Transition Plan pursuant to MM PSU-1.

At least 180 days prior to the planned transition from DCFD to CAL FIRE/County Fire, a Post-Decommissioning Operations Plan shall be developed by the Applicant or its designee and submitted to the San Luis Obispo County Planning and Building and CAL FIRE/County Fire for review. The Post-Decommissioning Operations Plan shall specify CAL FIRE/County Fire responsibilities, training and drills, and coordination with the Applicant regarding emergency response at the revised Owner-Controlled Area. The plan shall be executed as a Joint-Agency Agreement or MOU between the County, CAL FIRE/County Fire, law enforcement agencies (if included, per MM PSU-1), and the Applicant prior to the transition from DCFD to CAL FIRE/County Fire.

TRA-1 Truck Transportation Outside of Peak Hours. See Section 4.16.

TRA-2 Specialty Heavy-Haul Transport Vehicle Transportation Management Plan. See Section 4.16.

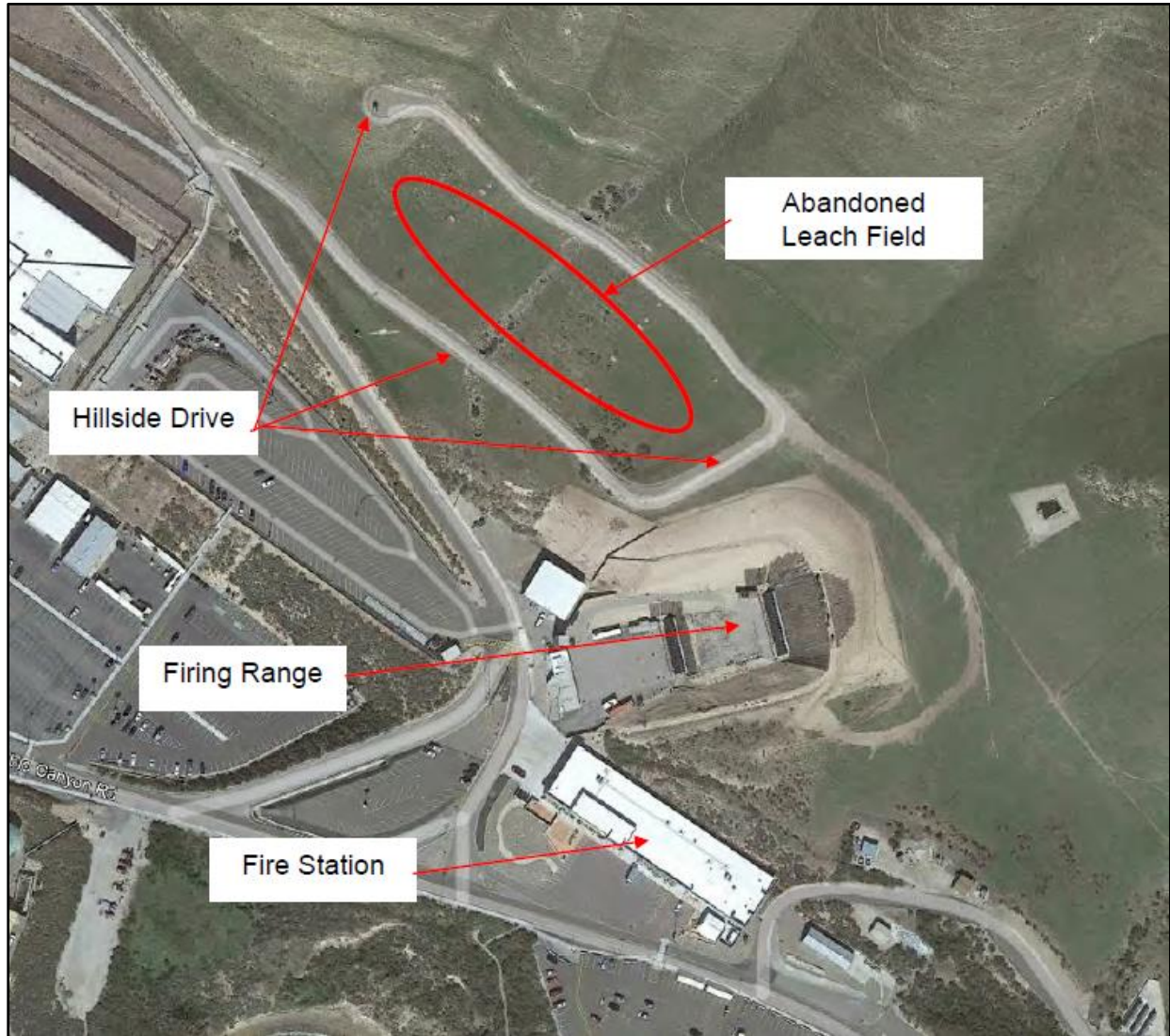
Impacts of Mitigation. Implementation of MM PSU-2 (*Retain the Diablo Canyon Fire Department and Emergency Facilities*) would result in the need for a septic and dispersal system to treat wastewater generated by staff at the DCFD Fire Station in perpetuity. Based on the Preliminary Engineering Geology Report, it is anticipated that the existing abandoned leach field adjacent to Hillside Drive, northwest of the Firing Range and DCFD Fire Station (see Figure 4.14-1), would be used to support the new septic and dispersal system (PG&E, 2023b). Additionally, Hillside Drive would be retained to support maintenance access to the leach field.

Restoring and retaining the leach field may lead to additional impacts associated with excavation, transport of materials, and future maintenance. Impacts associated with the leach field may include additional construction and operation air quality and greenhouse gas emissions from earth movement and transport of materials; biological resources impacts to upland communities during construction, including approximately 0.80 acre of wild oats and annual brome grassland and 1.11 acres of coyote brush scrub (see Figure 4.3-1 in Section 4.3, *Biological Resources – Terrestrial*); biological resources impacts relating to the potential to promote the spread of invasive and noxious weeds if the leach field fails during operation (similar to Impact BIO-2 in Section 4.3, *Biological Resources – Terrestrial*); potential for exposing and impacting potentially sensitive cultural or tribal cultural resources during construction; potential for soil erosion during construction and associated water quality impacts; and noise associated with off-site trucking during construction.

These impacts would be considered less than significant because they would occur within an existing developed area, and impacts associated with restoration of the leach field would be temporary and cease once the leach field is restored. Operational impacts would be less than significant, as the area of impact is limited to the footprint of the leach field, and maintenance is expected to be minimal. In addition, new or replacement onsite wastewater treatment systems shall be designed and constructed to satisfy all applicable requirements of the County of San Luis Obispo Department of Building and Planning Local Agency Management Program (LAMP) for Onsite Wastewater Treatment Systems (OWTS), such as percolation testing, layout design, and proof of a potable water source. There is the potential to propagate invasive and noxious weeds if the restored leach field fails; however, these invasive species are likely to be limited within the area of the leach field due to differing soil conditions beyond the leach field footprint. Operation

of the DCFD would not require expanded off-site sewage treatment, as the leach field would provide on-site sewage treatment. Impacts associated with operation of the DCFD may include a slight increase in air quality and greenhouse gas emissions associated with periodic or as-needed inspections and maintenance of the leach field.

Figure 4.14-1. Existing Abandoned Leach Field on Hillside Drive



Source: PG&E, 2023b.

Impact PSU-2: Require relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities (Class III: Less than Significant).

Phase 1

DCPP Project Site

During Phase 1, there would be an overall decrease in the demand for utilities, as the majority of large buildings and components would be permanently disconnected from utilities before

demolition. However, once the plant ceases to produce energy, the power required throughout decommissioning for lighting, operation of the seawater reverse osmosis (SWRO) and other equipment, and power needed to maintain the security of the GTCC and ISFSI facilities post-decommissioning would come from the regional power grid. DCPD operations currently use 5 MW of power from the regional power grid (PG&E, 2021a); decommissioning is estimated to need up to 15 MW also from the regional power grid. This increase in electricity usage represents a small change (approximately 0.03%) in the context of California's historic peak loads of 47,121 MW to 52,061 MW, in 2020 or 2022, respectively (CAISO, 2023). The DCPD utilities not required to remain in service for decommissioning activities or for long-term operation of the ISFSI and new GTCC Waste Storage Facility or existing 230 kV/500 kV switchyard would be removed during decommissioning.

Phase 1 activities would require some modifications to existing infrastructure as well as construction of new infrastructure to transition the DCPD from an operational site to a decommissioning site, but these modifications would not require new or expanded utility facilities. Some of these modifications would require modifying, adding, or upgrading site utilities, such as relocating fire hydrants and underground piping, installing domestic and wastewater piping, and removing and relocating telecommunications technology equipment. However, none of these infrastructure modifications would require expanded utility services, as the majority of structures that require electric power would be removed or would rely on on-site wastewater infrastructure through the end of Phase 1.

The overall staffing at DCPD would also decrease as decommissioning progresses, further reducing the DCPD's need for utility services. Currently, DCPD has approximately 1,157 workers on site supporting existing operations (as of 2021), but generally employs up to approximately 1,400 workers under typical operating conditions. The number of workers would decrease to approximately 870 during Phase 1. The demand for water, wastewater treatment, natural gas, and telecommunications facilities would decrease from operational levels at the DCPD site during Phase 1.

To support the improvements in the revised OCA, an existing septic and dispersal system, designed and implemented circa 1968, which currently serves 10 toilets, 3 urinals, and 9 sinks for a building in the East Canyon Area, would be used (PG&E, 2023c). This septic and dispersal system would be upgraded, or a new septic system constructed, to ensure consistency with County ordinances related to sewage disposal systems and wastewater management and Regional Water Quality Control Board requirements. Based on the proposed facilities within the revised OCA, the anticipated footprint of this septic system is estimated to be between 10,000 and 20,000 square feet (see Section 2.3.3, *Site Infrastructure Modifications*). The temporary decommissioning office building off Decom Avenue would utilize the existing sanitary wastewater treatment plant through 2031 (end of Phase 1), at which point the office building would be decommissioned and no longer require wastewater service. As such, no new or expanded off-site, public wastewater treatment would be required. Therefore, impacts related to the construction of new or expanded utilities associated with the Proposed Project would be less than significant (Class III).

Railyards

Pismo Beach Railyard. No expanded utility services would be needed to support the proposed modifications or additional operations at the PBR. Utility services are already in place, and bottled water service would continue to be provided during decommissioning. Once waste transport operations are complete, utility services would remain the same as existing conditions. The impact would be less than significant at the PBR site (Class III).

SMVR-SB. Portable toilets and bottled water service, as well as portable power supplies would be utilized at the SMVR-SB site). The amount of wastewater generated from the portable toilets would not be large enough to require the need for expanded wastewater treatment infrastructure. No new utility services for water, wastewater, stormwater, electricity, natural gas, or telecommunications would be needed at the SMVR-SB site to support decommissioning activities. The impact would be less than significant at the SMVR-SB site (Class III).

Phase 2

Phase 2 activities would result in an overall decrease in demand for water, wastewater, electric, and telecommunications facilities. The number of workers would decrease from approximately 870 during Phase 1 to approximately 270 during Phase 2 and would continue to decrease until site remediation and final site restoration is complete, although there would be substantial truck traffic importing topsoil (1,760 one-way trips during Phase 2). After remediation and final site restoration, the only staff needed on site would be those required to monitor and protect the ISFSI and GTCC Waste Storage Facility. The existing septic and dispersal system in the East Canyon Area would be upgraded or replaced to support the revised OCA as part of Phase 1. No new or expanded public utility services would be required at the DCPD site during Phase 2. Therefore, the impact would be less than significant (Class III).

Post-Decommissioning Operations

New Facility Operations. Following Phase 2, activities at the DCPD site associated with the Proposed Project include operation of the new GTCC Storage Facility, Security Building, indoor Firing Range, and Storage Buildings within the revised OCA. Electricity use post-decommissioning would be nominal, consisting of security lighting and office uses. Water to the revised OCA would consist of groundwater from the existing wells. Aquifer testing on Well #2 and two monitoring wells (Wells #4 and #5) was conducted in July 2022 by Cascade Environmental, using hydraulic pumps and water level monitoring to conduct both step and constant rate testing. Results showed that Well #2 maintains a constant yield of 120 gallons per minute (gpm), equal to 63 million gallons per year, and Well #5, which is located approximately 300 feet away, can supplement Well #2 with up to 85 gpm. Well #4, which is located farther to the east outside the East Canyon developed area, showed a sustainable yield at 45 gpm, equating to 24 million gallons per year (PG&E, 2022c). The combined yield of Wells #2 and #5 is nearly equal to the DCPD's current average operational freshwater demand and more than adequate to serve as the supply for the revised OCA. The impact would be less than significant (Class III).

Future Actions. The Marina, established through the Proposed Project's retainment of the Breakwaters and Intake Structure, would be made available to a third party for permitting and reuse for recreational, education, or commercial purposes. Operations would include boating

activities and operation of the ancillary structures, upland parking lot, 2,000 square-foot building/office for commercial purposes, and public restrooms. A septic and dispersal system would be constructed by a third party under separate land use and construction permits to support the future Marina operations. PG&E's expectation is this system would be located within existing developed areas of the DCPP site, such as the area where Lot 4B currently is located (see Figure 2-8) (ERM, 2023). The final location would depend on soil and groundwater conditions and be located and designed by a qualified professional in consultation with the County geologist. On-site wells would provide groundwater for use at the Marina. Water would not be used for boat washdown or engine clearance; this would need to be carried out at another facility, such as Port San Luis.

It is assumed for evaluation purposes that no more than 200 people per day may visit the Marina to use the facilities and operate small vessels or personal watercrafts. The Marina re-use assumptions include a maximum of 23 boats and up to 10 kayak or paddleboard users per day. and no more than five vessels would be permitted overnight accommodations in the Marina. As such, expanded utilities facilities (other than a new on-site septic and dispersal system) would not be required. Impacts would be less than significant (Class III).

Mitigation Measures for Impact PSU-2. No mitigation measures are required.

Impact PSU-3: Require water resources that exceed existing water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years (Class III: Less than Significant).

Phase 1

DCPP Project Site

The Proposed Project would not require water resources that exceed existing water supplies. The DCPP currently uses both SWRO and groundwater as sources of freshwater. Phase 1 water requirements include water for dust suppression, soil compaction, and domestic water use. Water demand estimates during Phase 1 would continue to use SWRO and groundwater, but at a reduced quantity from existing DCPP operations, which are approximately 101 million gallons annually (see Figure 2-36). As described in Section 2.3.20, *Water Management, including Management of the Seawater Reverse Osmosis Facility and Liquid Radioactive Waste*, SWRO and groundwater would be used to meet decommissioning water needs until 2031, when water requirements increase from about 5.5 million gallons annually in 2028 to approximately 32 million gallons by 2030. This increase in water would be used for dust control, dilution of waste streams, and watering for site restoration. Through 2034, water demand would be met primarily via SWRO and augmented via onsite groundwater, pending the successful acquisition of a new and/or amended National Pollutant Discharge Elimination System permit to continue SWRO operations (PG&E, 2022c).

Starting in 2035 when the SWRO is no longer in operation, and through post-restoration performance monitoring (2039), water use is projected to decrease and level out at approximately 764,000 gallons per year for completion of the remaining decommissioning activities and

vegetation watering. Well #2 is anticipated to have adequate capacity to meet the Phase 2 and post-decommissioning water needs; however, additional on-site wells may be used (PG&E 2021d– PD-10). Additionally, the existing water reservoirs would be retained for use as a firewater supply for protection of the ISFSI. Thus, water storage would remain available in the revised OCA for fire suppression.

As discussed above for Impact PSU-2, aquifer testing on Well #2 and two monitoring wells (Wells #4 and #5) was conducted in July 2022 by Cascade Environmental. Results showed that the combined yield of Wells #2 and #5 is nearly equal to the DCP's current average operational freshwater demand and more than adequate to serve the revised OCA facilities and maintain the water storage ponds for fire suppression (PG&E, 2022c).

Decommissioning of the DCP would demolish the SWRO facility, but its closure would not increase or reduce the region's water supplies, as the DCP SWRO facility has only ever served DCP operations. Therefore, demolition of the SWRO facility would not adversely affect San Luis Obispo County's water supply and would not cause an increase in demand for existing water supplies. The DCP would use less water during Phase 1 compared to existing conditions, and the SWRO is expected to continue operating into Phase 2 (through 2034). Therefore, the Proposed Project's impact on regional water supplies would be less than significant (Class III).

Railyards

Pismo Beach Railyard. As discussed in Section 4.14.1, *Environmental Setting*, the PBR is not connected to wastewater services or water suppliers. Modifications to the PBR site would not involve ground disturbing activities (e.g., grading), such that water would not be used. Water would continue to be used for the existing sanitary facilities and bottled water service for existing on-site staff (there would be no additional employees). Modifications and operation of the PBR would not cause an increase in water use. Therefore, no impact would occur (No Impact).

SMVR-SB. As discussed in Section 4.14.1, *Environmental Setting*, the SMVR-SB is not connected to wastewater services or water suppliers. Modification of the site would not require additional water supply, as grading would not occur. Water would be used for portable toilets and bottled water service for on-site staff. The Proposed Project would not cause a substantial increase in water use, and once Phase 1 is complete, waste transport would cease, and water would no longer be needed. Therefore, the impact would be less than significant (Class III).

Phase 2

From 2030 to the end of 2034, approximately 32 million gallons of freshwater would be used annually. The water would be used for dust control, dilution of waste streams, and watering for site restoration. Starting in 2035, when the SWRO is no longer in operations and through post-restoration performance monitoring (2039), water use is projected to decrease and level out at approximately 764,000 gallons per year to complete the remaining decommissioning activities and vegetation watering (see Figure 2-37). After the SWRO ceases operations in early 2035, Well #2 is anticipated to have adequate capacity to meet the decommissioning-related activity water needs; however, additional on-site wells may be used (PG&E 2021d – PD-10). Based on aquifer

testing conducted by PG&E, Well #2 has adequate capacity to meet this water need and can be supplemented by Well #5 in the event of a drought (PG&E, 2022c). Once Phase 2 is complete, the Proposed Project would continue to use on-site well water at a rate that is within the tested water supply capacity of the existing wells on site. Therefore, the water needs would not exceed existing water supplies and impacts would be less than significant (Class III).

Post-Decommissioning Operations

New Facility Operations. Once the final site restoration activities at the DCPP site are complete, the Proposed Project operations include ongoing security and management of the new GTCC Storage Facility, Security Building, indoor Firing Range, and Storage Buildings. Annual water demand post-decommissioning within the revised OCA would serve fewer than 50 people per day at the site, and provide water to maintain the fire suppression storage ponds. Post-decommissioning water needs would be fully met through groundwater. Based on testing in drought conditions, the three existing groundwater wells (Wells #2, #4, and #5) are anticipated to adequately supply potable and fire suppression water to serve the remaining facilities in the revised OCA (PG&E, 2022c). The DCPP site would not require additional water resources that would exceed existing water supplies. As such, impacts would be less than significant (Class III).

Future Actions. Post-decommissioning, the Marina would be made available to a third party for permitting and reuse for recreational, education, or commercial purposes. Operations would include boating activities and operation of the ancillary structures, parking lots, and restrooms. For evaluation purposes, the Proposed Project assumes that no more than 200 people per day may visit the Marina to use the facilities. No new major structures requiring water supplies would be constructed, and no more than five vessels would be allowed overnight accommodations. Marina water needs would be fully met through groundwater. Based on testing in drought conditions, the three existing groundwater wells (Wells #2, #4, and #5) are anticipated to adequately supply long-term groundwater. Well #2 alone is estimated to supply over 63 million gallons of water per year. As a conservative calculation, assuming each of the 200 people at the Marina consumes the American average of 82 gallons of water a day, the Marina is expected to require approximately 6 million gallons of water per year (US Environmental Protection Agency [USEPA], 2023). Well #2, if used as the sole water supply source, would provide sufficient groundwater supplies for Marina operations. The DCPP site would not require additional water resources that would exceed existing water supplies. As such, impacts would be less than significant (Class III).

Mitigation Measures for Impact PSU-3. No mitigation measures are required.

Impact PSU-4: Generate wastewater that exceeds the capacity of the wastewater treatment provider (Class III: Less than Significant).

Phase 1

DCPP Project Site

The Proposed Project currently generates wastewater, including brine discharge from the SWRO facility, spent fuel pool (SFP) cooling, sanitary wastewater, processed liquid radiological wastewater, and other ancillary water services. The need for wastewater disposal would gradually

decrease over the course of the Proposed Project as infrastructure is decommissioned and removed from the site. As discussed in Section 4.14.1.2, *Utility Systems*, wastewater currently generated by the DCPP is primarily processed on site at the DCPP sanitary wastewater treatment plant. Once treated, the wastewater is discharged to the Pacific Ocean through the Discharge Structure in accordance with the requirements of the NPDES permit No. CA0003751 issued by the CCRWQCB. Wastewater would continue to be discharged to the Pacific Ocean in accordance with an NPDES permit until all liquid radiological waste discharge is complete near the end of Phase 1.

An existing septic and dispersal system, designed and implemented circa 1968 to serve the facilities in the East Canyon Area, would be upgraded, or a new septic system established to support the revised OCA. The wastewater system currently serves 10 toilets, 3 urinals, and 9 sinks and therefore would be sufficiently sized to support the Project's post-decommissioning wastewater needs, in accordance with the California Building Code.

The DCPP site would not generate additional wastewater during Phase 1 that would need to be treated by a wastewater treatment provider. Therefore, the impact would be less than significant (Class III).

Railyards

Pismo Beach Railyard. The PBR site has existing office trailers and restroom facilities (PG&E, 2021a). During Phase 1, workers would be on site to perform infrastructure modifications. There would be no additional employees. The PBR site would not generate a substantial amount of wastewater that would exceed existing conditions. Therefore, no impact would occur (No Impact).

SMVR-SB. The SMVR-SB site is not connected to wastewater services (PG&E, 2021a). During Phase 1, workers would be on site to perform infrastructure modifications. Portable toilets and bottled water service would be provided to on-site staff. Negligible amounts of wastewater would be generated by the portable toilets, which would likely be trucked off site and serviced by the portable toilet contractor. The SMVR-SB site would not generate a substantial amount of wastewater that would exceed the capacity of the local wastewater treatment provider. Therefore, the impact would be less than significant (Class III).

Phase 2

During Phase 2, as the number of on-site personnel decreases and site infrastructure is removed, the DCPP sanitary wastewater treatment plant would be removed and replaced with portable toilets (temporary during construction) with waste trucked off site. An existing septic system would be upgraded, or a new septic system constructed in the East Canyon as part of Phase 1 to support the revised OCA. This area would be supplemented by portable toilets during decommissioning (see Section 2.3.3). The amount of wastewater generated for treatment is not expected to be substantial, as the maximum number of workers on site during Phase 2 would be about 270 workers. As Phase 2 progresses, the number of workers would further decrease until the only staff needed on site would be those required to monitor and protect the ISFSI and GTCC Waste Storage Facility, which would utilize the upgraded or new septic system in the revised OCA. The decrease in activity and on-site workers would generate a minimal amount of waste-

water, and upgrade or construction of a new septic system in the revised OCA would provide for long-term wastewater treatment at the DCPD site. Therefore, the impact would be less than significant (Class III).

Post-Decommissioning Operations

New Facility Operations. Once Phase 2 is complete, the security and management of the GTCC and ISFSI within the revised OCA would involve fewer than 50 people per day at the site. The existing on-site septic system in the East Canyon would be upgraded, or a new septic system constructed, to meet all requirements of the Central Coast Regional Water Quality Control Board and the County's Local Agency Management Plan (LAMP). The on-site septic system would be sufficiently sized to support revised OCA security operations. Therefore, the impact would be less than significant (Class III).

Future Actions. Operations at the Marina would include boating activities and use of the ancillary structures, upland parking lot, and restroom facility. Any re-use of the Marina by a third-party operator would be subject to a new County land use permit and construction permits. A new septic system would be installed to support the new Marina uses under separate permit (see Section 2.4.7.4) consistent with requirements of the Central Coast Regional Water Quality Control Board and the County's LAMP. Given this, impacts would be less than significant (Class III).

Mitigation Measures for Impact PSU-4. No mitigation measures are required.

Impact PSU-5: Generate solid waste that exceeds federal, state, or local standards or the capacity of the solid waste disposal sites (Class III: Less than Significant).

Phase 1

DCPP Project Site

The DCPD would generate solid waste, which would be disposed of in compliance with all applicable regulations. Decommissioned materials would not be disposed of at California Class III landfills and unclassified waste management units in compliance with California Executive Order D-62-02, which prohibits the disposal of decommissioning waste within California. Instead, decommissioned materials resulting from Phase 1 activities would be disposed of at the sites identified in Section 2.3.19.3, *Disposal Sites*, including Waste Control Specialists in Andrews, Texas, and Energy Solutions in Clive, Utah. These facilities are permitted to readily accept and safely store irradiated waste in compliance with regulators such as the NRC, US Environmental Protection Agency, US Department of Transportation, and US Occupational Safety and Health Administration, and state agencies (Energy Solutions, 2022a).

Non-radioactive materials make up the majority of decommissioning waste from the Proposed Project, totaling over approximately 8.7 million cubic feet (PG&E, 2021a). The non-radioactive and radioactive waste destinations and their estimated capacities are provided in Table 4.14-3. As shown in Table 4.14-3, the waste destinations have sufficient capacity for the waste generated by the Proposed Project.

Table 4.14-3. Waste Destination Capacity

Destination	Destination Estimated Capacity
US Ecology in Nevada	232,000,000 ft ³
US Ecology Idaho	400,000,000 ft ³
Columbia Gorge Landfills	-
Columbia Ridge Landfill and Green Energy Plant ^{1, 2}	329,000,000 tons ²
Chemical Waste Management of the Northwest	99,900,000 ft ³
Finley Buttes Landfill	132,000,000 tons
Wasco County Landfill ³	73 years
Roosevelt Regional Landfill	5,000,000,000 ft ³
Waste Control Specialists in Andrews. Texas	26,000,000 ft ³
Energy Solutions, Clive, Utah ⁴	270,000,000 ft ³

Source: Clark County 2020, Energy Solutions, 2021; Kitsap County Public Works Department, 2020; Nevada Division of Environmental Protection, 2021; US Ecology, 2022; Waste Control Specialists, 2022; Waste Management, 2022a, 2022b.

¹ There are five landfills in the Columbia Gorge area; waste could be transported to one or multiple landfills in the area.

² The remaining permitted capacity at Columbia Ridge Landfill and Green Energy Plant and Finley Buttes Landfill is provided in tons. The facilities have a projected remaining life of 143 years and 300 years, respectively.

³ The capacity of Wasco County Landfill is not available as a volume; its estimated operating life is provided instead.

⁴ The estimated capacity at Energy Solutions is the combined capacity of its Mixed Waste Disposal Facility (approximately 35 million ft³) and Class A West Facility (approximately 235 million cubic ft³) (Energy Solutions, 2021).

The Proposed Project includes plans to recycle or reuse as much solid waste materials as practicable, particularly clean concrete. Demolition activities are expected to generate an estimated 225,000 cubic yards (455,000 tons) of clean concrete that can be reused as engineered fill material for site restoration. PG&E developed a Concrete Reuse Plan (see Section 2.3.16.3, *Recycled Concrete*) to assess different methods and locations where on-site recycled concrete could be used. Reusing concrete on site would reduce the amount of solid waste that would be disposed of at off-site landfills.

After permanent shutdown, 2,542 SNF assemblies from Unit 1 and Unit 2 would be transferred to the ISFSI between approximately 2025 through 2029. The SNF to be stored in the ISFSI would be stored on site until an off-site interim storage facility or permanent repository is available. In addition, GTCC waste would be stored at a new GTCC Waste Storage Facility to be constructed in the revised OCA. Therefore, the storage of the SNF and GTCC waste would occur on site and would not affect the capacity of any off-site disposal facilities.

As the number of workers at the DCPP decreases during Phase 1, the amount of trash generated by workers would also decrease. Phase 1 would result in a reduction of worker-generated solid waste that would be sent to local landfills and would not generate solid waste that exceeds the capacity of solid waste disposal sites. The impact would be less than significant (Class III).

Railyards

Pismo Beach Railyard. Phase 1 activities at the PBR site include infrastructure modifications that would result in solid waste from refurbishing approximately 1,100 feet of railroad track. Solid waste would include railroad tracks and wood railroad ties. No ground disturbing activities are planned that would generate excavated waste.

South County Sanitary Services would dispose of the solid waste at one of several landfills such as Cold Canyon Landfill, Chicago Grade Landfill, North County Recycling, Paso Robles Landfill, or Santa Maria Transfer Station (Integrated Waste Management Authority, 2022). Considering the limited scope of infrastructure modification at PBR, the amount of solid waste generated would not exceed the capacity of any local landfills.

Existing PBR employees would be on site and would generate negligible amounts of trash and food waste that would not exceed existing conditions. The local landfills would have sufficient capacity to receive the small amounts of trash generated during the temporary operation of the PBR site. Once waste transport to the PBR site is completed by the end of Phase 1 (2033), the site would no longer be used, and no solid waste would be generated. Therefore, impacts would be less than significant (Class III).

SMVR-SB. Phase 1 activities at the SMVR-SB site would include infrastructure modifications that would result in the temporary generation of solid waste from refurbishment of existing rail spurs at the SMVR-SB site. Solid waste from rail structures and miscellaneous metal scraps would be generated during refurbishment. No ground disturbing activities are planned that would generate excavated waste.

The Santa Barbara County Resource Recovery and Waste Management Division would provide solid waste services to the SMVR-SB site. Solid waste would be transported to local landfills such as the Santa Maria Regional Landfill, which has a remaining capacity of over 2 million cubic yards (CalRecycle, 2018), and the Tajiguas Landfill, which has a remaining capacity of over 4 million cubic yards (CalRecycle, 2016). Activities at the SMVR-SB site would not generate solid waste in excess of the capacities of these landfills.

Approximately 10 employees would be at the SMVR-SB site only during active use of the site for waste transport. On-site employees would generate small amounts of trash and food waste. Employees would be on site for a limited period of time, as an average of one to six shipments would occur per month between 2024 and 2029, and waste shipment and operations would cease after Phase 1. The local landfills would have sufficient capacity to receive the small amounts of trash generated by these additional employees. Once waste transport by rail is completed, the SMVR-SB site would no longer be used, and no solid waste beyond baseline conditions would be generated. Therefore, the impact would be less than significant (Class III).

Phase 2

By the time Phase 2 begins, Units 1 and 2 would be decommissioned, and all major buildings and structures would be removed. Phase 2 activities at the DCCP site include contaminant remediation, demolition of remaining utilities and structures, soil grading, landscaping, and long-term stormwater management.

As indicated in Table 4.14-3, the waste destinations have sufficient capacity to accept the estimated 8.7 million cubic feet of non-radiological waste that make up the majority of the decommissioning waste generated by the Proposed Project. The amount of waste generated during Phase 2 would not exceed the available capacity of the waste destinations. Therefore, the impact would be less than significant (Class III).

Post-Decommissioning Operations

New Facility Operations. Once Phase 2 is complete, the ongoing security and management of the GTCC and ISFSI facilities within the revised OCA would involve fewer than 50 people per day at the site. Solid waste generated by the security operations would be minimal. Impacts would be less than significant (Class III).

Future Actions. Operations at the Marina by a third-party operator under a separate County land Use permit would support day-use recreational, education, or commercial activities. The Proposed Project assumes that no more than 200 people per day would visit the site to operate small vessels and personal watercrafts. Users of the site would generate relatively small amounts of rubbish that would not exceed the capacity of solid waste disposal sites. The Marina would limit overnight accommodations to five vessels or fewer and would not include other uses that would generate large amounts of solid waste. Thus, the impact would be less than significant (Class III).

Mitigation Measures for Impact PSU-5. No mitigation measures are required.

Impact PSU-6: Conflict with federal, state, and local management and reduction statutes and regulations related to solid waste (Class III: Less than Significant).

Phase 1

DCPP Project Site

All waste generated by the Proposed Project would be disposed of in compliance with all applicable regulations, including EO D-62-02 and California Integrated Waste Management Act (Assembly Bill [AB] 939). The Proposed Project would comply with EO D-62-02 by avoiding disposal of decommissioned materials at California Class III landfills and unclassified waste management units in California. Decommissioned materials would be disposed of at the sites identified in Section 2.3.19.3, *Disposal Sites*, including Waste Control Specialists in Andrews, Texas, and Energy Solutions in Clive, Utah. These facilities are permitted to safely store irradiated waste in compliance with regulators such as the NRC, US Environmental Protection Agency, US Department of Transportation, and US Occupational Safety and Health Administration, and state agencies (Energy Solutions, 2022a).

The Proposed Project would comply with AB 939 to reduce, recycle, and reuse solid waste to the extent feasible. Materials such as concrete would be recycled as practicable. As discussed under Impact PSU-5, demolition activities are expected to generate an estimated 225,000 cubic yards of clean concrete that can be reused as engineered fill material for site restoration. A Concrete Reuse Plan (see Section 2.3.16.3, *Recycled Concrete*) would be followed to assess different methods and locations where on-site recycled concrete can be used to minimize the amount of concrete waste as possible. By recycling concrete, the Proposed Project would comply with AB 939.

On-site waste material handling areas, transportation options and routes, and the management and disposal of various decommissioning waste streams would be established. After permanent shutdown of Unit 1 and Unit 2, SNF assemblies would be transferred to the ISFSI between

approximately 2025 through 2029. The SNF to be stored in the ISFSI and the GTCC waste to be stored in the new GTCC Waste Storage Facility would be stored on site because there are no off-site facilities licensed for disposal of SNF and GTCC waste. Storage of the SNF and GTCC waste at the DCPD site would not conflict with regulations regarding licensed waste disposal sites. Therefore, the Proposed Project would not conflict with federal, state, or local management and reduction statutes and regulations related to solid waste. The impact would be less than significant (Class III).

Railyards

Pismo Beach Railyard. Infrastructure modifications at the PBR site would temporarily generate solid waste in the form of scrap metal, wood, and trash. Once operation of the PBR site begins for waste transport from the DCPD site, existing on-site staff would generate small amounts of trash similar to existing conditions. Trash would be disposed of in accordance with regulations such as AB 939. Proposed Project activities at the PBR site would not conflict with applicable solid waste regulations. Therefore, the impact would be less than significant (Class III).

SMVR-SB. Infrastructure modifications at either the SMVR-SB site would temporarily generate solid waste in the form of scrap metal, wood, and trash. Once operation of the SMVR-SB site begins, on-site staff would generate small amounts of trash. Proposed Project activities at the SMVR-SB site would comply with regulations such as AB 939 and would not conflict with applicable solid waste regulations. Therefore, the impact would be less than significant (Class III).

Phase 2

The remaining waste generated during Phase 2 is expected to be recyclable material and Class A waste (i.e., the least hazardous class of low-level radioactive waste). Separable recyclable metals would be trucked to the Port of Long Beach (for further processing/shipping) or shipped directly to a major recycling facility in Salt Lake City, Utah. Class A waste would be shipped to Energy Solutions in Clive, Utah, a permitted nuclear waste facility, in accordance with EO D-62-02. Phase 2 activities would not conflict with federal, state, or local management and reduction statutes and regulations related to solid waste. The impact would be less than significant (Class III).

Post-Decommissioning Operations

New Facility Operations: Once Phase 2 is complete, the ongoing security and management of the GTCC and ISFSI facilities within the revised OCA would involve fewer than 50 people per day at the site. The activity would generate relatively small amounts of rubbish that would be disposed of in accordance with applicable federal, state, and local waste management statutes. Therefore, the impact would be less than significant (Class III).

Future Actions. Post-decommissioning, the Marina could be sublet (or other arrangement) to a third party for permitting and reuse for recreational, education, or commercial purposes. The Marina improvements would include installing a boat hoist and stairs on the Intake Structure and building a 2,000 square-foot building or office for commercial purposes, a public restroom supported by a septic and dispersal system, and parking facilities. It is assumed that up to 200

people per day would visit the Marina to use the facilities and operate small vessels or personal watercrafts. It is also assumed that there would be five employees working in support of the Marina operations. Users of the Marina would generate relatively small amounts of rubbish that would be disposed of in accordance with applicable federal, state, and local waste management statutes. Therefore, the impact would be less than significant (Class III).

Mitigation Measures for Impact PSU-6. No mitigation measures are required.

4.14.5 Cumulative Impact Analysis

Geographic Extent Context

The geographic scope for cumulative effects on public services and utilities is the area that includes the cumulative projects listed in Table 3-1 within the County of San Luis Obispo, County of Santa Barbara, City of Pismo Beach, and City of Santa Maria that would be served either temporarily or permanently by the same public services and utilities as the Proposed Project. Applicable cumulative projects are as follows:

Diablo Canyon Power Plant

- Orano System ISFISI Modifications (#1)

In Vicinity of Truck Route (City of Santa Maria)

- SerraMonte Townhomes (#15)
- Workforce Dormitories (#16)

Some of these cumulative projects would involve the construction of large residential developments that could result in a need for new or altered government facilities (SerraMonte Townhomes [#15] and Workforce Dormitories [#16]). The Orano System ISFISI Modifications (#1) would occur on the DCPD site and occur during Phase 1 activities. One offshore project within the County of San Luis Obispo that would likely be served by the same public services and utilities is the Port San Luis Breakwater Repair (#25); however, this project is expected to be conducted in 2023 and would not occur during Phase 1.

Cumulative Impact Analysis

Phase 1

Two cumulative projects, SerraMonte Townhomes (#15) and Workforce Dormitories (#16), are large residential developments that could result in a need for new or altered government facilities. The City of Santa Maria Fire Department, Santa Maria Police Department, County of Santa Barbara Public Works Department, City of Santa Maria Utilities Department, and Santa Barbara County Resource Recovery and Waste Management Division would provide public services and utilities services to these two cumulative projects. The DCPD would not be within the service radius of these departments. Project activities at the PBR and SMVR-SB sites would not contribute to a cumulatively considerable increase in demand for public services and utilities, as infrastructure modifications and waste transport activities would involve limited, temporary staff and not require new facilities or alterations to existing facilities. Additionally, some of the public

services that would serve the SerraMonte Townhomes (#15) and Workforce Dormitories (#16), including the City of Santa Maria Fire Department, Santa Maria Police Department, and City of Santa Maria Utilities Department, do not serve the DCP, PBR, or SMVR-SB. The Orano System ISFSI Modifications (#1) would include the construction of precast horizontal storage modules. It would not result in a substantial or permanent increase in demand for public services or utilities once constructed. The Proposed Project would not result in a cumulatively considerable effect on existing water supply, wastewater treatment capacity, or local landfill capacity.

Phase 2

Phase 2 of the Proposed Project would have fewer impacts compared to Phase 1, as buildings and structures would have been removed and the number of workers on site would further decrease, reducing the need for public services and utilities. Although the cumulative projects may continue to have impacts to public services and utilities, Phase 2 of the Proposed Project’s impacts would further reduce from Phase 1. As such, the Proposed Project would not contribute to a cumulatively considerable increase in the demand for public services and utilities.

Post-Decommissioning Operations

Post-decommissioning activities at the revised OCA would be minimal and limited to monitoring and security of the ISFSI and GTCC Waste Storage Facility. Staffing would be less than 50 people per day. Solid waste would be minimal, and post-decommissioning activities would not require expanded utilities or service systems. Similarly, operations at the Marina would not generate substantial amounts of solid waste or require expanded utilities or service systems. Thus, the Proposed Project would not contribute to a cumulatively considerable impact on public services and utilities.

4.14.6 Summary of Significance Findings

Table 4.14-4 presents a summary of the environmental impacts, significance determinations, and mitigation measures for the Proposed Project.

Table 4.14-4. Summary of Impacts and Mitigation Measures – Public Services and Utilities

Impact Statement	Impact Significance Class				Mitigation Measures
	Phase 1		Phase 2	Post-Decom	
	DCPP	PBR/SB	DCPP	Ops/Marina	
PSU-1: Affect emergency services including response times for fire or police protection that could necessitate new or altered public services or government facilities	II	III/III	II	III/II	CUL-10: Plan to Restrict Public Access After Removal of Diablo Canyon Road Guard House Facilities PSU-1: Facility Plan Updating, Tracking, and Reporting PSU-2: Retain the Diablo Canyon Fire Department and Emergency Facilities TRA-1: Truck Transportation Outside of Peak Hours

Table 4.14-4. Summary of Impacts and Mitigation Measures – Public Services and Utilities

Impact Statement	Impact Significance Class				Mitigation Measures
	Phase 1		Phase 2		
	DCPP	PBR/SB	DCPP	Ops/Marina	
					TRA-2: Specialty Heavy-Haul Transport Vehicle Transportation Management Plan
PSU-2: Require relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities	III	III/III	III	III/III	None required
PSU-3: Require water resources that exceed existing water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years	III	NI/III	III	III/III	None required
PSU-4: Generate wastewater that exceeds the capacity of the wastewater treatment provider	III	NI/III	III	III/III	None required
PSU-5: Generate solid waste that exceeds federal, state, or local standards or the capacity of the solid waste disposal sites	III	III/III	III	III/III	None required
PSU-6: Conflict with federal, state, and local management and reduction statutes and regulations related to solid waste	III	III/III	III	III/III	None required
Cumulative Impact	Not cumulatively considerable		Not cumulatively considerable		None required

Acronyms: PBR = Pismo Beach Railyard, SB = Betteravia Industrial Park (Santa Barbara County), Post-Decom = Post-Decommissioning, Ops = Long-Term Operations, Class I = Significant and Unavoidable, Class II = Less than Significant with Mitigation, Class III = Less than Significant, Class IV = Beneficial, NI = No Impact.