

MINUTE ITEM

This Calendar Item No. 18
was approved as Minute Item
No. 18 by the State Lands
Commission by a vote of 3
0 at its 1/17/1990
meeting.

CALENDAR ITEM

18

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PRC 2398

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TERMINATION OF LEASE PRC 2398
GENERAL LEASE - INDUSTRIAL USE
AND ACCEPTANCE OF QUITCLAIM

APPLICANT: Exxon Company, U.S.A. (a division of
Exxon Corporation, a New Jersey
corporation)
Attn: Wade Cook
P. O. Box 5025
Thousand Oaks, California 91359-5025

AREA, TYPE LAND AND LOCATION:
A 38.35-acre parcel of tide and submerged
land offshore from El Capitan State Beach,
Santa Barbara County.

LAND USE: Existing marine terminal.

TERMS OF CURRENT LEASE: (Second Renewal Period)
Renewal period: Ten years from April 30, 1984.

Surety bond: \$50,000.

Public liability insurance: \$1,000,000 per
occurrence for bodily injury
and \$5,000,000 for property
damage.

CONSIDERATION: Beginning April 30, 1984 - \$20,000; beginning
April 30, 1985 - \$25,000; beginning April 30,
1986 - \$30,000, with the State reserving the
right to fix a different rental on each
fifth anniversary of the lease. The State also

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reserves the right to reset the rent on the third anniversary of the lease or at such time lessee obtains authorization to use facilities, whichever is sooner.

BASIS FOR CONSIDERATION:

Pursuant to 2 Cal. Code Regs. 2003.

APPLICANT STATUS:

Applicant is permittee of upland.

STATUTORY AND OTHER REFERENCES:

A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.

B. Cal. Code Regs.: Title 2, Div. 3; Title 14, Div. 6.

AB 884: 07/15/90.

OTHER PERTINENT INFORMATION:

1. Exxon Corporation, now Exxon Company, U.S.A. (a division of Exxon Corporation, a New Jersey corporation), was assigned lease PRC 2398 in April 1974. The lease covers an existing inactive marine terminal offshore from El Capitan State Beach in Santa Barbara County.
2. The State Lands Commission, at its meeting on January 21, 1988, approved lease PRC 7162 to Exxon Company, U.S.A. for the construction of a "consolidated" marine terminal roughly 14,436 feet offshore at Las Flores Canyon. A portion of lease PRC 2398 overlaps PRC 7162.

Exxon has notified staff that it now wishes to terminate lease PRC 2398. Pursuant to the terms of the lease, the Commission may require removal of all or a portion of the improvements, or accept the lease premises as improved.

3. Exxon has requested that it be allowed to abandon, in place, the anchors, chain, and a major portion of the existing pipeline associated with the marine terminal. Proposed abandonment plans include:

CALENDAR ITEM NO. 18 (CONT'D)

- a. Removal of a flexible loading hose at the seaward end of the pipeline and removal of the pipeline from the shoreward end out to a water depth of at least 15 feet below mean lower low water (-15 feet MLLW). All stanchions (pilings) above MLLW would be cut six inches (6") below the bedrock surface and removed. Those pilings below MLLW would be cut flush with the bedrock and removed.
 - b. Filling the remainder of the pipeline, which is partially buried, with cement and capping the pipeline.
 - c. Abandonment in place of the capped pipeline, anchors, and chain.
 - d. Any alteration of removal plans to meet site specific conditions will be submitted to State Lands Commission staff for approval prior to implementation.
4. The El Capitan Marine Terminal has been in place at least since the 1940's. The terminal was last used in 1970, and was acquired by Exxon from Shell Oil Company in 1974. At staff's request, Exxon conducted a diver survey to confirm the status of the five anchors.

Four of the five anchors were sought during the diver survey. The two most shoreward anchors were found approximately 2,000 feet offshore. These two anchors were found partially buried, protruding four to five feet above the ocean bottom. The protruding portions were found to be covered with a significant amount of hard-bottom-related marine growth.

A subsequently conducted side scan survey has revealed a third anchor and the possible location of a fourth anchor.

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5. The locations of the protruding anchors abandoned in place will be posted in the Notice to Mariners and be made known to fishermen in the area. Exxon will also notify the U.S. Coast Guard and the Joint Oil/Fisheries Liaison Office in Santa Barbara and other fishermen's associations in the area.
6. Exxon has agreed to indemnify the State against any liability which may arise due to abandonment of the improvements in place. Should such abandoned improvements ever be determined to be adverse to the public interest, Exxon shall remove those improvements upon receiving notice from the State Lands Commission.
7. A Negative Declaration was prepared and adopted for this project by County of Santa Barbara. The State Lands Commission's staff has reviewed such document.
8. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

APPROVALS OBTAINED:

County of Santa Barbara.

FURTHER APPROVALS REQUIRED:

California Coastal Commission, California Department of Parks and Recreation, and United States Army Corps of Engineers.

EXHIBITS:

- A. Land Description - Quitclaim of PRC 2398.
- B. Plan of Existing Facilities.
- C. Location Map.
- D. Negative Declaration (SCH #89010264).

CALENDAR ITEM NO. 18 (CONT'D)

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT A NEGATIVE DECLARATION WAS PREPARED AND ADOPTED FOR THIS PROJECT BY THE COUNTY OF SANTA BARBARA AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. DETERMINE THAT THE PROJECT, AS MODIFIED AND APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
3. AUTHORIZE THE TERMINATION OF LEASE PRC 2398, EFFECTIVE APRIL 30, 1990, AND ABANDONMENT OF THE EL CAPITAN MARINE TERMINAL AS SPECIFIED HEREIN, PROVIDED EXXON COMPANY, U.S.A. EXECUTES A LEASE TERMINATION AGREEMENT, AGREEING TO INDEMNIFY THE STATE AGAINST ANY AND ALL LIABILITY ARISING FROM SUCH ABANDONMENT.
4. ACCEPT A QUITCLAIM DEED FROM EXXON AS TO THE LAND DESCRIBED IN EXHIBIT "A", SUBJECT TO THE LEASE TERMINATION AGREEMENT, EFFECTIVE UPON VERIFICATION BY STAFF THAT WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS.

EXHIBIT "A"
LAND DESCRIPTION

PRC 2398.1

Two (2) parcels of tide and submerged land in the bed of the Santa Barbara Channel, Pacific Ocean; said parcels are located 21 miles west of Santa Barbara and adjacent to fractional Section 5, T4N, R31W, SBM; said parcels are more particularly described as follows:

PARCEL 1

A strip of land 60 feet wide, lying 30 feet on either side of the following described centerline:

COMMENCING at monument no. 5 as said monument is shown on the "Map of State Leases and Permits, El Capitan Oil Field" (LRT-27) approved by W.S. Kingsbury, Chief of the Division of State Lands and filed with the Division of State Lands at Sacramento, California; thence S 77° 14' 30" E, 45.9 feet to the centerline of said parcel and TRUE POINT OF BEGINNING; thence S 11° 33' 30" W, 2,885.00 feet to the end of the herein described centerline.

EXCEPTING THEREFROM any portion lying landward of the ordinary high tide line of the Pacific Ocean.

PARCEL 2

A circular parcel of land having a radius of 700.00 feet. The location of the center of said parcel is described as follows:

COMMENCING at monument no. 5 as said monument is shown on the "Map of State Leases and Permits, El Capitan Oil Field" (LRT-27) approved by W.S. Kingsbury, Chief of the Division of State Lands and filed with the Division of State Lands at Sacramento, California; thence S 77° 14' 30" E, 45.9 feet to the centerline of the afore mentioned Parcel 1; thence S 11° 33' 30" W, 2,885.00 feet to the center of said Parcel 2.

EXCEPTING THEREFROM any portion described in Parcel 1.

ALSO EXCEPTING THEREFROM any portion lying within PRC 7162.1, Parcel 1, a description of said PRC being on file in the records of the California State Lands Commission in Sacramento, California.

END OF DESCRIPTION

REVISED APRIL 4, 1989 BY BIU 1.

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0.885

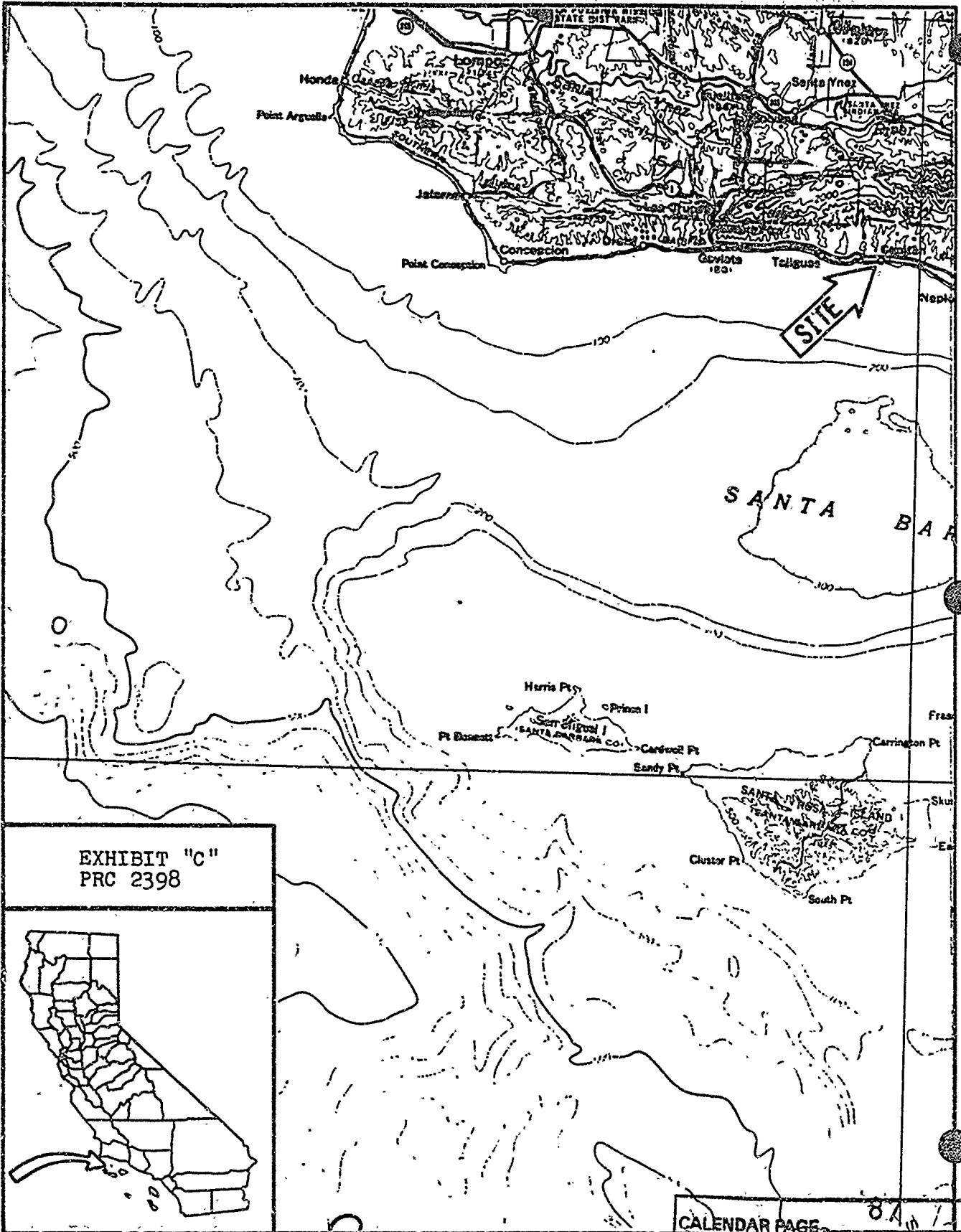


EXHIBIT "C"
 PRC 2398

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Notice of Completion

Appendix F

See NOTR below

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

SCH # 89010265

Project Title: El Capitan Marine Terminal Abandonment
Lead Agency: County of Santa Barbara
Street Address: 123 E Anapamu Street
City: Santa Barbara Zip: 93101
Contact Person:
Phone: 805-568-2000
County: Santa Barbara

Project Location
County: Santa Barbara City/Nearest Community: El Capitan
Cross Streets: Total Acres:
Assessor's Parcel No. Sections Twp. Range: Base:
Within 2 Miles: State Hwy #: Waterways:
Airports: Railways: Schools:

Document Type
CECA: [] NOP [] Supplement/Subsequent NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] EIR (Prior SCH No.) [] EA [] Final Document
[] Neg Dec [] Other [] Draft EIS [] Other
[] Draft EIR [] FONSI

Local Action Type
[] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Precans [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, Parcel Map, Tract Map, etc.) [] Other

Development Type
[] Residential: Units Acres Employees
[] Office: Sqft Acres Employees
[] Commercial: Sqft Acres Employees
[] Industrial: Sqft Acres Employees
[] Educational
[] Recreational
[] Water Facilities: Type MGD
[] Transportation: Type
[] Mining: Mineral
[] Power: Type Watts
[] Waste Treatment Type
[] Hazardous Waste Type
[] Other

Project Issues Discussed in Document
[] Aesthetic/Visual [] Flood Plain/Flooding [] Schools/Universities [] Water Quality
[] Agricultural Land [] Forest Land/Fire Hazard [] Septic Systems [] Water Supply/Groundwater
[] Air Quality [] Geologic/Seismic [] Sewer Capacity [] Wetland/Riparian
[] Archeological/Historical [] Minerals [] Soil Erosion/Compaction/Grading [] Wildlife
[] Coastal Zones [] Noise [] Solid Waste [] Land Use Inducing
[] Drainage/Absorption [] Population/Housing Balance [] Toxic/Hazardous [] Land Use
[] Economic/Jobs [] Public Services/Facilities [] Traffic/Circulation [] Cumulative Effects
[] Fiscal [] Recreation/Parks [] Vegetation [] Other

Present Land Use/Zoning/General Plan Use

Project Description: Termination of lease and abandonment of El Capitan Marine Terminal Facility.

CLEARINGHOUSE CONTACT: 916/445-0613 GARRETT ASHLEY

STATE REVIEW BEGAN: 12-14-89

DEPT REV TO AGENCY: L-5

AGENCY REV TO SCH: L-10

SCH COMPLIANCE: L-12

PLEASE RETURN HOC WITH ALL COMMENTS

AQMD/APCD: 30 (Resources: 12, 16)

- Resources
Boating
Coastal Comm
Conservation
Fish & Game
Parks & Rec/GMT
Caltrans & S

- Resources
Coastal Comm
Conservation
Fish & Game
Parks & Rec/GMT
Caltrans & S

88
125

** = sent by lead / *** = sent by SCH

EXHIBIT D
PRC 2398.1



County of Santa Barbara

RESOURCE MANAGEMENT DEPARTMENT

John Patton, Director

PUBLIC NOTICE

To whom it may concern:

December 13, 1989

An environmental document has been prepared according to the Santa Barbara County Guidelines for the implementation of the California Environmental Quality Act of 1970 and any subsequent amendments. The proposed document is available and may be reviewed at the Resource Management Department, Division of Environmental Review (DER), 105 East Anapamu Street, Room 103, Santa Barbara, CA 93101, and at the Santa Barbara Cities/County Library system. The purpose of the notification and review procedure is to gather public comments on the adequacy and completeness of the draft document. Comments, both oral and written, can only be accepted if they are submitted on or before the deadline/hearing date. If you challenge this environmental document in court you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or written correspondence delivered to the Division of Environmental Review at, or prior to, the public hearing. Please limit comments to environmental issues only.

89-ND-71

LEAD DEPARTMENT CASE NUMBER: 89-SUP-030 ZACZ

PROJECT APPLICANT: Exxon Company, U.S.A. P.O. Box 5025, Thousand Oaks, CA 91359

PROJECT LOCATION: The project site is located within El Capitan Beach State Park one-third mile east of Exxon's Las Flores Canyon property. It extends offshore approximately 3,000 feet. El Capitan area, Third Supervisorial District.

PROJECT DESCRIPTION: The applicant proposes to remove or abandon in place existing facilities related to the El Capitan Marina Terminal. These facilities include onshore and offshore pipelines, electrical control shed, wooden stairs, cat walk, fencing, mooring anchors, loading hose and pilings. Construction activities would require approximately 10 days.

ASSESSOR PARCEL NUMBER AND TOTAL ACREAGE: State Lands Commission lease FRC 2398, 38.35 acres in State tide lands; #81-230-11 and State park land, 3.15 acres (gross)

PLANNER: Mary Meaney Reichel. Please call Ms. Reichel at 568-2040 if you have any questions.



A public hearing will be held on January 11, 1990, 9:30 a.m., at Santa Barbara County Administration Bldg., Planning Commission Hearing Room, 123 E. Anapamu Street, CA 93101



No public hearing will be held, however written/oral comments will be accepted during a Public Review Period until _____



COUNTY USE ONLY - THIS DEPARTMENT HAS NO COMMENT

0253A

123 E. Anapamu Street, Santa Barbara, CA 93101
PHONE (805) 568-2000 FAX (805) 568-2030

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COUNTY OF SANTA BARBARA
DEPARTMENT OF RESOURCE MANAGEMENT
PROPOSED NEGATIVE DECLARATION

RECEIPT DATE: December 13, 1989
APPLICANT: Exxon Company USA
AREA: El Capitan
PROJECT: El Capitan Marine
Terminal Abandonment
PUBLIC: ND, 1-11-90
HEARING: ZA, 1-16-90

NEGATIVE DECLARATION: 89-ND-71

The Resource Management Department (RMD) has prepared this Negative Declaration (ND) pursuant to Sections 15070 and 15071 of the State Guidelines for the Implementation of the California Environmental Quality Act (CEQA) and the County of Santa Barbara Environmental Guidelines. The ND is a written document which briefly describes the potential adverse impacts of a proposed project and why those impacts would not have a significant effect on the physical environment. The issuance of a ND indicates there are no significant adverse impacts associated with the proposed project, and therefore, the project does not require the preparation of an Environmental Impact Report (EIR).

LEAD DEPARTMENT CASE NUMBER: 89-SUP-030 ZACZ

PROJECT APPLICANT: Exxon Company, U.S.A., P.O. Box 5025, Thousand Oaks, California 91349-5025

PROJECT LOCATION: The project site is located within El Capitan Beach State Park one-third mile east of Exxon's Las Flores Canyon property and extends offshore approximately 3,000 feet (Figures 1 and 2).

PROJECT DESCRIPTION: The applicant proposes to terminate lease PRC 2398 and abandon the El Capitan Marine Terminal facility on this lease. The offshore mooring consists of five anchors with 2 5/8-inch chains ranging from 270 to 360 feet in length. No surface buoys or lines remain. A 10-inch-diameter flexible loading hose is attached to the seaward terminus of the pipeline at the mooring. This hose may be up to 250 feet in length, but only 100 feet was found exposed during a recent survey. The oil pipeline extends from the mooring to shore; crosses the beach; goes up the cliff; passes under the bicycle path, railroad, Highway 101, and Calle Real; and ends at an abandoned crude oil storage tank site. The pipeline is 18 inches in diameter from the base of the cliff to the tank site and 16 inches in diameter from the cliff to the mooring. Offshore, the pipeline is partially buried by sand. The only exposed segment onshore is between the beach and the bicycle path.

Abandonment would involve (1) filling the 18-inch pipeline from the previously abandoned marine terminal crude oil tank site north of Highway 101 to the south side of the state park bicycle path (a distance of about 400 feet) with cement, capping it, and abandoning it in place; (2) removing the concrete wall and tank near the bluff top (see Figure 2), electrical control shed with its foundation, wooden stairway, catwalk, fencing, cables, and miscellaneous piping between the bicycle path and the

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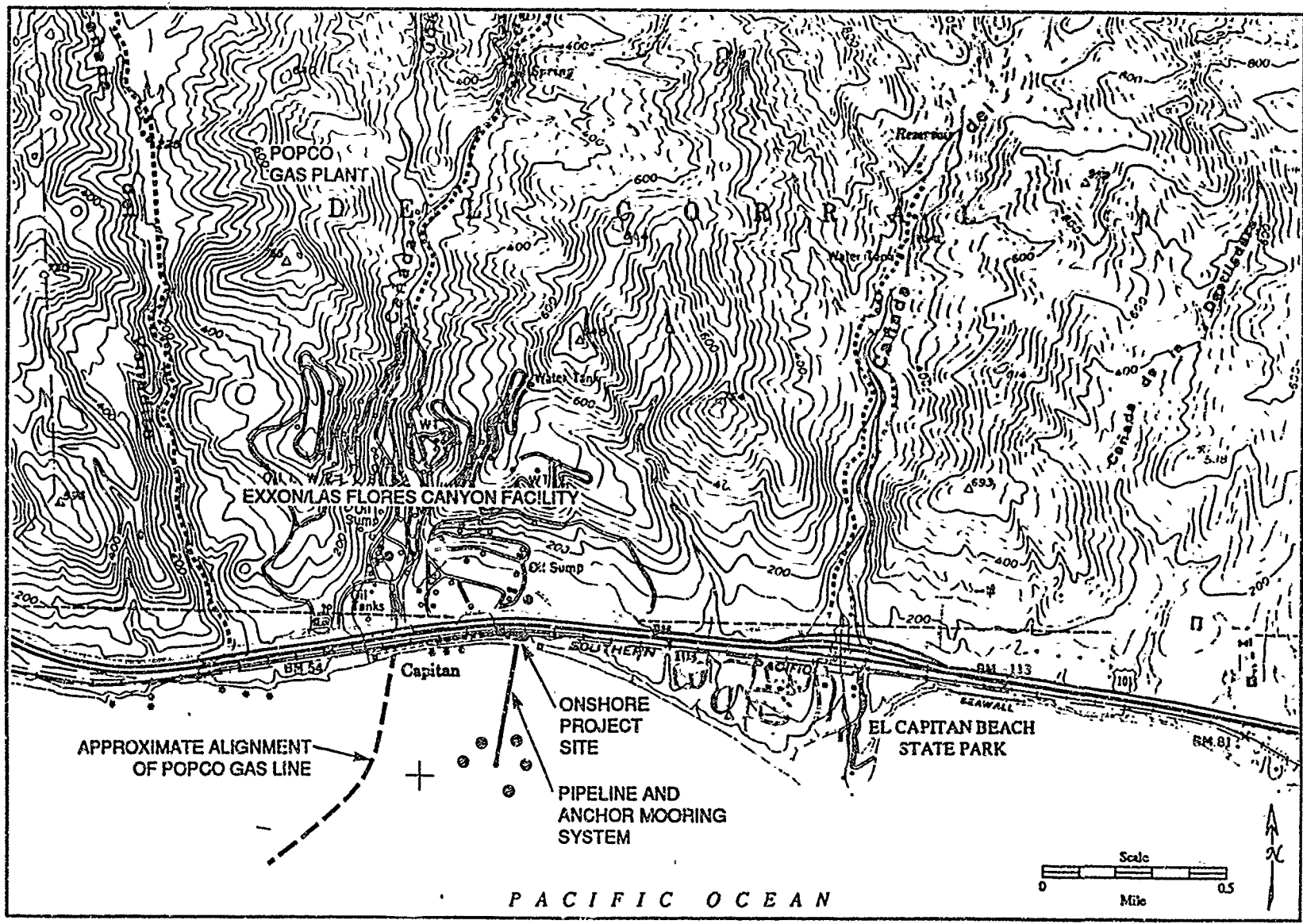


Figure 1
EXXON EL. CAPITAN MARINE TERMINAL SITE MAP

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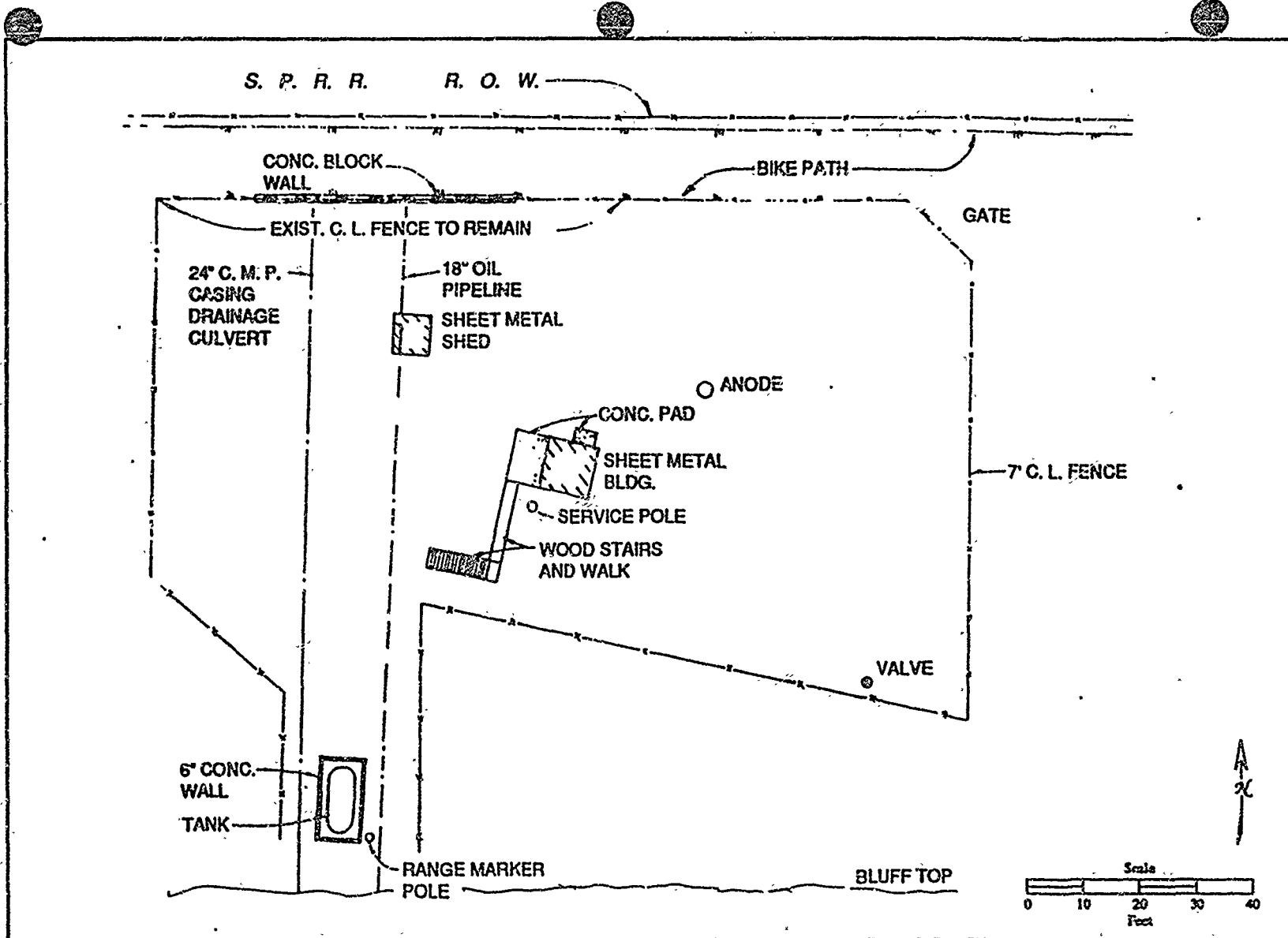


Figure 2
ONSHORE PROJECT SITE

3

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bluff; (3) removing the pipeline, stanchions (pilings), and support trusses from the bicycle path down the ravine and bluff face, across the beach, and out to a depth of 15 feet below mean lower low water (MLLW), a length of about 500 feet; (4) abandoning in place the remainder of the submarine pipeline to the offshore mooring after filling it with cement and capping it; (5) abandoning in place the 5 anchor moorings and associated chains; and (6) removing the flexible loading hose at the seaward end of the pipeline. All pilings above MLLW would be cut 6 inches below the bedrock surface while those below MLLW would be cut flush with bedrock. Exxon will specify to the contractor selected that no piles are to be pulled.

A vessel approximately 160 feet in length would be used for loading hose removal and diver support during pipeline removal. At least two anchors would be necessary to maintain the position of this vessel while removal work is underway. Other equipment to be used during pipeline removal and site restoration includes cutting and welding apparatus, sand jetting equipment (for offshore), a small bulldozer, a mobile crane, flat-bed trucks, a nitrogen supply unit, vacuum trucks, a coiled tubing unit, and cement trucks.

After removal of the out-of-service equipment and fence, noxious non-native vegetation (castor beans and iceplant) would be removed, and the site would be revegetated with native and naturalized non-native species. Measures for slope stabilization and erosion control would be implemented, and restoration would be monitored in accordance with California Department of Parks and Recreation requirements with remedial actions taken as necessary.

ASSESSOR'S PARCEL NUMBER AND TOTAL ACREAGE: State Lands Commission lease PRC 2398, 38.35 acres in state tide lands; #81-230-11 and state park land, 3.15 acres (gross).

COMPREHENSIVE PLAN LAND USE AND CURRENT ZONING DESIGNATIONS: Recreation and open space, zoning designation REC.

ENVIRONMENTAL SETTING: The El Capitan Marine Terminal mooring is located in nearshore waters at a depth of about 60 feet MLLW (Dames & Moore 1987) just off El Capitan State Beach. It is connected by pipeline to an abandoned storage tank site just north of Highway 101. Surficial seafloor sediments in the vicinity of the mooring are primarily sands and silty sands. Areas of cobbles and boulders interspersed with sand occur inshore to the beach. In summer, a thin layer of sand covers the bedrock (Monterey shale) and is generally removed by winter storms leaving the bedrock exposed. The coastal bluff is also Monterey shale (Dames & Moore 1987).

Regional surface currents are dominated by the California Current (southward flow) from July through November, the Southern California Countercurrent (northward flow) from November through February, and upwelling from March through June. Within the Santa Barbara Channel near the project site, surface waters generally flow westward throughout the year, although reversals do occur and can last for more than one week (SAI 1984a). Tides and winds also influence local currents.

Waves are generally less than 5 feet high, although waves of 10 feet or higher can occur about 10 percent of the time, primarily during winter storms. Longshore sediment transport in the area is easterly at an average rate of about 550 cubic yards per day (Dames & Moore 1987).

Marine biological resources in the area have been described in several reports for local development projects (SAI 1984b; Dames & Moore 1982; Chambers Group 1986). Benthic invertebrates such as starfish and tube worms inhabit sandy substrates while hard substrates support species such as mussels, snails, barnacles, and sea urchins. Numerous fish species are known from this area, including species of rockfish, surfperch, bass, and sculpin. California sea lions are the most abundant marine mammal in the area, but harbor seals and dolphins are also occasionally present. The endangered gray whale (*Eschrichtius robustus*) migrates through the Santa Barbara Channel in winter and early spring with peak occurrences in early January (southward) and approximately March (northward). During the

0.874

spring migration, mothers and their young often swim very close to shore (Kinetic Laboratories 1985). Marine birds common in the area include several species of gulls, western grebes, surf scoters, cormorants, and brown pelicans (an endangered species). The California least tern, another endangered species, may be a transient visitor to the area during migrations to and from breeding locations north of Point Conception.

A kelp bed occurs just inshore of the terminal mooring and supports a diverse flora and fauna. Exposed portions of the pipeline and anchors provide hard substrate that have been colonized by species similar to those found on rocky substrates. In the nearshore area where the pipeline would be removed, the substrate is predominantly sand with a few rock outcrops. The pipe and rocks are covered with a variety of macroalgae. A few giant kelp (*Macrocystis angustifolia*) plants were observed on and adjacent to the pipe on 21 November 1989. Feather boa kelp (*Egregia menziesii*) was fairly abundant along and adjacent to the pipe in water depths of 10 feet or less. Several small patches of surf grass (*Phyllospadix* sp.) were also present.

The fenced onshore area between the bicycle path and the bluff has been heavily disturbed in the past. The eastern half is fairly level while the western half contains a deep ravine in which the pipeline and a drainage culvert are located. The eastern half is dominated by coyote brush (*Baccharis pilularis*) with scattered dog fennel (*Foeniculum vulgare*), cliff malacothrix (*Malacothrix saxatilis* var. *tenuifolia*), grasses, and poison oak (*Toxicodendron diversilobum*). The grasses and fennel are non-native species common in the area. A large laurel sumac (*Malowna laurina*) shrub occurs adjacent to the shed. The western half contains large castor bean plants (*Ricinus communis*) and patches of ice plant (*Carpobrotus edulis*) to the north. Both of these are non-native species, and the castor bean is poisonous. Several willows (*Salix* sp.) occur along the southwestern bank of the ravine. Near the bluff edge, the ravine contains wild blackberry (*Rubus californicus*), Douglas' nightshade (*Solanum douglasii*), mule fat (*Baccharis glutinosa*), poison oak, and a small sedge (*Eleocharis* sp.). The bluff is partially vegetated with poison oak, ice plant, giant rye (*Elymus condensatus*), willow, and coyote brush near the top and low growing shrubs on the vertical face. Numerous seeps near the base support a small sedge and algae.

Air quality in the El Capitan area is generally very good. Presently, the project area within southern Santa Barbara County is in attainment of all national ambient air quality standards (NAAQS), except that established for ozone. In a given area, attainment status for a pollutant means that its NAAQS has not been exceeded more than three discontinuous times in three years. The most substantial emission sources in proximity to the project area are motor vehicles that traverse Highway 101.

Two known archaeological sites occur within 1,700 feet of the onshore project area: SBa-1921 and SBa-1731. Both are believed to be of Chumash origin, but neither has been excavated to verify this (personnal communication, H. Dallas, California Department of Parks and Recreation). No cultural resource sites have been reported in the vicinity of the offshore pipeline and mooring system (Dames & Moore 1987).

Onshore land use is primarily recreational and associated with El Capitan Beach State Park. Industrial development is present in Corral and Las Flores canyons. Refugio Beach State Park is located about 1.8 miles west of the site. Offshore uses include the following: recreational boating, sport and commercial fishing, recreational swimming/diving, and industrial development (e.g., oil/gas developments). A bicycle path connects El Capitan and Refugio parks and passes adjacent to the onshore property to be restored. This bicycle path is currently closed for construction of the Exxon Santa Ynez Unit project's nearshore pipeline at Corral Creek, just west of the El Capitan Marine Terminal pipeline. Commercial fishing in nearshore waters includes crab and lobster trapping, abalone and urchin diving (in rocky areas), and set gill netting.

Most noise in the project area comes from vehicular traffic on Highway 101 and train traffic on the Southern Pacific Railroad line, both of which are adjacent to the site on the north. Birds, surf, wind, and recreationists also contribute to local noise levels.

From onshore, site views to the north include the railroad and Highway 101 with the Santa Ynez Mountains in the background. To the east is El Capitan Beach State Park and to the west is undeveloped coastal bluff. Southward views are of the beach with the pipeline and piling supports visible at all but extremely high tides, the ocean with the Offshore Storage and Treatment facility, and Platform Hondo and the Channel Islands when visibility is good. Vessel traffic (commercial fishing, recreational fishing, and oil support vessels) is also visible as is construction activity associated with the Santa Ynez Unit nearshore pipeline installation.

Access to the site is via Highway 101 with an exit to El Capitan Beach State Park. A bicycle path connects El Capitan and Refugio parks. The Southern Pacific Railroad is located between the bicycle path and Highway 101.

The El Capitan marine terminal served as a distribution point for crude oil while operating under Shell Oil ownership. The pipeline and hose were flushed after operations ceased in 1971. No other hazardous materials are known to have been used at the onshore facility.

INITIAL STUDY SUMMARY: The County Resource Management Department (Energy Division) staff has determined that although the proposed project could potentially have a significant effect on the environment, this would not occur because the mitigation measures incorporated into the Revised Project Description will successfully mitigate the potentially significant impacts. The areas below were analyzed in the Initial Study. This study and background information are kept on file at RMD and are a part of these findings.

Water Resources/ Flooding	<u>X</u>	Risk of Upset	—	Geology/ Soils	<u>X</u>
Air Quality	<u>X</u>	Land Use	<u>X</u>	Fire Hazards	—
Groundwater Resources	—	Public Services	—	Recreation	<u>X</u>
Flora	<u>X</u>	Utilities/ Private Systems	—	Housing	—
Fauna	<u>X</u>	Transportation/ Circulation	<u>X</u>	Economics	—
Noise	<u>X</u>	Aesthetics	<u>X</u>	Archaeological Resources	<u>X</u>
Polluting Sources	<u>X</u>	Energy	—	Cultural/Ethnic Resources	<u>X</u>
Sediments	—	Agriculture	—		

The checks indicate areas of potential impacts which were further investigated and are summarized in the following sections. More detail is provided in the Environmental Assessment (Dames & Moore 1987).

FINDING OF NO SIGNIFICANT IMPACT: It is the finding of the RMD that this project does not have the potential to cause significant adverse environmental impacts for the following reasons:

Geology/Soils: Removal of the onshore facilities, including the pipeline and shed, and restoration of the site would disturb soils and thus increase the potential for erosion. The proposed winter schedule increases the likelihood that a storm could occur during or immediately after site restoration work. Erosion control measures described below would minimize the potential for adverse impacts. Pipeline and piling removal in the intertidal and nearshore subtidal to a depth of 15 feet below MLLW would disturb the sandy substrate through jetting to remove overlying sand so that the piles can be cut at the bedrock surface. Above MLLW, beach sand overlying the bedrock would be removed along the pipeline corridor with a backhoe or small bulldozer so that the bedrock can be chiseled out and the support piles can be cut 6 inches below the bedrock surface. The holes would be filled with grout. Offshore, removal of the flexible hose would require jetting to remove sand covering the hose.

The onshore site would not be recontoured so that existing topography would remain. Two-foot-high berms would be placed along both sides of the ravine to prevent storm runoff from entering the ravine. In addition, runoff within the ravine would be temporarily collected and discharged at the bluff top to minimize erosion while revegetation is underway. Excavation across the beach and offshore would alter topography in the short-term. Beach sand would be replaced, and nearshore bottom contours would be restored by natural sand movements within a few days to weeks depending on wave heights and tidal range. Thus, soils would not be significantly affected.

The existing drainage pipe that discharges runoff from north of the bicycle path ends at the bluff top. Minor erosion is evident on the face of the cliff below this pipe. No seismic or other geologic hazards would be affected by the project, nor would they affect the project.

The following mitigations would minimize impacts of erosion and topography changes.

1. Backfill excavated areas on the beach immediately after this portion of the removal is complete.
2. Use topsoil for any fill needed on the site and for the berms along the ravine to aid in revegetation.
3. Implement soil stabilization and revegetation immediately after the site is recontoured. This is to include use of jute netting and straw mulch in all areas where vegetation is removed and/or soils are disturbed.
4. Fence the site as specified in the restoration plan (refer to Appendix A) to prevent disturbance of the revegetation effort by park visitors for at least one year.
5. Place a 12-inch slotted plastic drain culvert in the ravine to collect runoff and prevent erosion of the disturbed soils (refer to Appendix A for details).

Water Resources: Removal activities across the beach and offshore would temporarily increase turbidity in nearshore waters. Impacts on water quality would be local, short-term, and insignificant. Runoff of sediments from soils disturbed during onshore facility removal and site restoration could also cause turbidity in adjacent nearshore waters, particularly if a storm occurred during or immediately after site restoration. The amount of sediment likely would be small relative to other sources of sediment during storms. Measures to reduce sediment runoff include soil stabilization through use of jute netting and straw mulch on disturbed soils between the bluff and the bicycle path, limiting recreational access during restoration, and revegetation as described above for geology.

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Air Quality: Operation of diesel- and gasoline-powered equipment during pipeline removal and site restoration would result in combustive emissions and fugitive dust. The equipment expected to be used includes a 160-foot long vessel for hose removal and diver support, cutting/welding equipment, a backhoe and/or bulldozer, a mobile crane, sand lifting equipment, and various trucks for cement, vacuum, and debris removal. Emissions from these sources would occur intermittently for approximately 10 days and would not be expected to contribute to any ambient air quality standard exceedances. Thus, these short-term air quality impacts would be adverse but insignificant.

To ensure that a nuisance is not created from fugitive dust being blown onto Highway 101, water sprays will be used to minimize fugitive dust emissions during grading for site restoration as determined to be necessary by the on-site environmental coordinator (OEC).

Biological Resource: Offshore and intertidal components of the proposed marine terminal abandonment have the potential to adversely impact marine biological resources. Removal of the hose would disturb the soft bottom benthic community in the immediate vicinity of the hose, and turbidity would affect water column species, such as plankton and fish. These impacts would be insignificant since they would occur over a small area (within about 500 to 1,000 feet of the hose), be of short duration (a few days), and not affect any rare or sensitive species. Anchoring the work vessel could result in loss of some kelp or other macroalgae in the local kelp bed depending on specific anchor locations and weather (i.e., the potential for dragging anchors in storms). Any impacts to this sensitive resource would be adverse and could be significant if not mitigated by avoidance or kelp restoration.

Removal of the inshore segment of the pipeline from -15 feet MLLW to the bluff would temporarily disturb the benthic and beach communities along the pipeline corridor. Assuming that the area disturbed is 500 feet long and 50 feet wide, about 0.6 acre would be affected. Anchor locations for the diver support vessel would also be affected. Most of the corridor is sandy bottom habitat with a small amount of rocky habitat. Recolonization and recovery would be expected in 1 to 2 years. A small amount of surf grass is present along the pipeline corridor and could also be disturbed. Recovery could take more than 5 years if surf grass beds were lost. However, due to the sparse growth of surf grass in this area and the removal methods proposed, minimal impacts are expected. Anchoring the work vessel also has the potential to impact nearby surf grass beds if not mitigated as described below.

Removal of the pipeline would result in a loss of this manmade hard substrate habitat. Area of habitat lost would be about 2,100 square feet (16-inch-diameter pipe 500 feet long). Impacts on the local biota would be insignificant because the amount of substrate lost would be small relative to that in the area and no rare or protected species would be affected.

Measures to reduce impacts on marine biological resources include:

1. Conduct pre- and post-project surveys of the work zone to (1) verify locations of surf grass and kelp and (2) evaluate the extent of damage to these resources by the abandonment project. A survey plan will be reviewed and approved by the County (RMD), California Department of Fish and Game, California Coastal Commission, and State Lands Commission prior to issuance of the County's Coastal Development Permit (CDP). Restore damaged kelp or surf grass beds as specified in the Marine Biology Impact Reduction Plan developed for compliance with the Santa Barbara County Final Development Plan (FDP) permit condition XIV-7 for the Exxon Santa Ynez Unit project.
2. Anchor the work vessel so as to avoid damage to kelp and surf grass beds. The County, State Lands Commission, California Coastal Commission, and California Department of Fish and Game will review and approve an anchor plan prior to issuance of the County's CDP to verify that these sensitive habitats will be avoided.

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3. Have an on-site environmental monitor present during all activities. This monitor will specify requirements to minimize impacts to marine biota if work plans must be altered to meet site-specific conditions.

Onshore facility removal and site restoration activities would affect vegetation and wildlife at the site. Use of trucks and equipment at the abandoned storage tank area just north of Highway 101 would have no significant impacts on the biota of this previously disturbed site. Much of the existing vegetation on the site adjacent to the bicycle path, however, would be removed or disturbed. Removal of non-native plants such as castor bean and ice plant would be beneficial. Removal of native species would be an adverse but short-term and local impact. Site revegetation and colonization from adjacent undisturbed areas would result in reestablishment of the native species along with common, naturalized non-native species. Several noxious non-native species common to the area (e.g., castor bean and thistles) may colonize the disturbed soils unless specific measures are taken to remove them.

The bluff vegetation would be disturbed by removal of the pipeline along the bluff face and by pulling the segments of the nearshore pipeline after removal up the bluff. The area disturbed would be narrow, but recovery could take several years due to the harsh conditions in this habitat type. Impacts could be significant if measures are not taken to minimize the area disturbed.

Measures to mitigate onshore impacts include:

1. Avoid removal of willow trees in and adjacent to the ravine and the laurel sumac next to the shed to the extent feasible. These could be pruned where necessary and will resprout if roots are not disturbed.
2. Plant only native shrub species as specified in the restoration plan. The non-native grass (*Vulpia megakura*) called for in the plan is commonly used for soil stabilization and would be suitable for the area. Native giant rye, which occurs adjacent to the fence, will be added to the seed mix.
3. Monitor the site during and after revegetation to determine success of erosion control, seeding, and amount of weed invasion. Restoration criteria and a contingency plan will be developed prior to CDP issuance for implementing remedial revegetation efforts, if necessary.
4. Remove all castor bean and iceplant currently on the site. Remove noxious weedy non-native species such as thistles and castor beans by hand if they are observed to colonize the site after revegetation.
5. Provide irrigation water if no rain occurs within 1 month after seeding and additional supplemental water as necessary over the next several months. The timing and amount of water will be determined by the field monitoring and take into consideration time of year and amount of rainfall (i.e., if drought conditions persist).
6. Minimize disturbance of bluff vegetation by lifting the pipe segments rather than dragging them up the cliff face or by using a roller-type scaffolding (or other similar means) to keep the pipes from abrading the cliff and to minimize the disturbance area. Do not remove any bluff vegetation below the temporary drainage culvert outfall.

Land Use/Recreation: Removal of the onshore pipeline and facilities south of the bicycle path would change land use from industrial to recreational, a benefit. The hazards that the deteriorating pipeline, pilings, and cables (on the bluff edge) posed to the public using El Capitan Beach State Park would be removed, another benefit. Demolition activities, however, would temporarily interfere with recreation

through closure of the bicycle path and blockage of the beach. The duration of this inconvenience would be approximately 10 days, and the work is scheduled for late winter or early spring before the main tourist season begins (usually on Easter). If this work is conducted during or at the end of the Exxon Santa Ynez Unit nearshore pipeline construction, a second bicycle path closure would not be necessary and equipment could be moved over from the west without having to pass through El Capitan Beach State Park. Offshore activities would also be of short duration and in a small area. Impacts on recreation are expected to be insignificant if this schedule is followed.

Since site work would occur adjacent to the bicycle path and work vehicles would use the path for access, the potential exists for damage to the bicycle path.

Measures to mitigate potential impacts include:

1. Complete work within 21 days following completion of nearshore pipeline work consistent with California Department of Parks and Recreation requirements.
2. Repair any damage to the bicycle path caused by site work or vehicles. Pre-and post-project surveys of the bicycle path will be done to verify if any damage resulted from the project.
3. Leave the concrete block retaining wall across the ravine adjacent to the bicycle path (refer to Figure 2) in place to prevent damage to the bicycle path.
4. Limit the weight and number of trips for equipment using the bicycle path for site access.

The proposed action was analyzed to determine consistency with local land use policies. Marine terminal abandonment, as proposed, would be consistent with the visual resources, parks/recreation, and historical and archaeological sites policies of the Santa Barbara County Comprehensive Plan, Land Use Element. Decommissioning of this terminal would be consistent with Policy 6-13 of the Santa Barbara Local Coastal Plan:

The onshore facilities associated with the Exxon-Capitan marine terminal shall have legal non-conforming use status. Above-ground facilities shall be moved to the Las Flores site when this site begins operation for oil processing and existing structures removed.

It would also be consistent with Policy 3-2 for seawalls and shoreline structures, Policy 3-7 for bluff protection, and Policies 4-3 and 4-5 for visual resources.

Section 30230 of the Coastal Act states that "Marine resources shall be maintained, enhanced, and, where feasible, restored." The proposed abandonment would remove a portion of the manmade structures associated with this terminal from the marine environment. Marine resources would be temporarily disturbed by the removal activities but would return to natural conditions. Anchors and the pipeline segment abandoned in place would continue to provide hard substrate for marine organisms in an area that is predominantly sandy bottom. The Local Coastal Plan also designates a number of habitats as environmentally sensitive habitat (ESH) areas. These include subtidal reefs, kelp beds, and native plant communities (including coastal bluff). Potential for impact to these ESHs and measures to mitigate these impacts are discussed above under biological resources. The project would be consistent with policies to protect ESH areas as proposed (with mitigations).

Cultural Resources: No known sites occur in the areas to be disturbed by project activities. However, movement of equipment onshore, particularly during grading to recontour the site, could adversely affect the two nearby archaeological sites if such movement is not confined to the access road and the

project site. The County's on-site monitor will verify that Exxon's contractor adheres to the access limitations.

Noise/Aesthetics: Operation of equipment for facility removal and site restoration would temporarily add to existing noise levels in the area. Since the latter are low, noise from the proposed activities is not expected to exceed standards for protection of public health and welfare. The nearest sensitive receptors would be the developed campsites located a minimum of 2,000 feet east of the project site. In addition, the proposed schedule is to complete the work prior to high use periods for the park (Easter through Labor Day). Noise impacts are predicted to be insignificant.

Demolition activities would adversely affect visual resources in the area since work would be visible from El Capitan Beach State Park, the railroad, Highway 101, and the ocean. Impacts, however, would be of short duration (about 10 days). Furthermore, removal of the pipeline, shed, fence, and other visible apparatus along with site restoration would provide a long-term increase in aesthetic values in the area. Short-term impacts would be adverse but insignificant while long-term impacts would be beneficial.

Transportation: The proposed project would temporarily add to truck traffic in the area. The increase would be short-term and is not expected to reduce level of service at the interchange for park access. About 4 to 5 trips would be necessary for removal of pipe segments and other materials removed from the site. Additional traffic would result from trucks bringing equipment (e.g., cutting/welding apparatus, dozer/backhoe, crane, nitrogen supply unit, and coiled tube unit), cement, and vacuum capability to the site. Only one round trip would be necessary for most of the equipment trucks. These trips would be during weekdays. Closure of the bicycle path would interfere with bicycle and foot traffic from the park, but this would be of short duration. If work is completed within 21 days following completion of nearshore pipeline removal, impacts would be insignificant.

Measures to reduce adverse impacts include:

1. Complete all work, including any bicycle path repairs needed, within 21 days following completion of nearshore pipeline work consistent with California Department of Parks and Recreation requirements.
2. Repair any damage to the bicycle path as soon as heavy equipment is moved off the site. Pre- and post-project surveys of the bicycle path will be done to verify if any damage resulted from the project.

Commercial Fishing: Operation of the support vessel during hose and pipeline removal has the potential to damage set gear (gill nets and crab/lobster traps) through entanglement in vessel propellers or anchors. Fishermen would likely avoid fishing in the vicinity of the vessel and its anchor array to protect their gear, thereby temporarily losing fishing grounds. Any damage or loss of gear could be a significant impact, while the temporary loss of fishing grounds would be insignificant due to the small area affected and the short time period. The two exposed anchor moorings would remain a potential hazard to gill nets, and possibly purse seines, but the topographic relief they provide also acts to attract fish making them more available for capture.

The following measures would reduce impacts to commercial fishing:

1. Notify fishermen through the Joint Oil/Fisheries Liaison Office, posting of notices at the Harbor Master's office, and daily announcements over VHF marine radio about the proposed offshore demolition work at least 15 days (preferably 30 days) prior to commencement of activities as specified in the County's FDP permit condition X-10 for the Exxon Santa Ynez Unit project. Also notify them of any changes in schedule as soon as these changes are made.

2. Submit the exact locations of the anchor moorings in longitude-latitude and Ioran-C coordinates to the Coast Guard for inclusion on nautical charts and publication in the Local Notice to Mariners. The locations should also be submitted to the local Joint Oil/Fisheries Liaison Office (Dr. Craig-Fusaro) for publication in the Oil and Gas Newsletter.

Pollution Sources: The pipeline was flushed after termination of use, and no known use of other hazardous materials occurred at the site. The possibility exists, however, that some oil remains in the pipeline and for contaminated soils to be present on the site. Exxon will contract a private laboratory to take two controlled soil samples near the compressor, shed, and ravine after all facilities have been removed. If PCBs in these soil samples are found to exceed approved levels, Exxon will have the contaminated soils removed and disposed of in accordance with all pertinent county and state regulations. Exxon will also sample the water taken from the pipeline during cement filling for laboratory testing. Oil collection tents would be used at all points where the flexible hose sections are disconnected.

Measures to mitigate impacts include:

1. Submit a soil and pipeline water sampling plan to the County (RMD and Environmental Health Services [EHS]) for approval prior to demolition activities. This plan shall include name(s) of laboratories to be used and length of time required for sample analysis results to be obtained. The results should be provided to the County prior to revegetation of the site.
2. Prepare a contingency plan for a potential oil spill resulting from pipeline abandonment and hose removal and submit to the County (RMD and EHS) for approval prior to CDP issuance.
3. Prepare a contingency plan for disposal of contaminated soil and water and submit to the County (RMD and EHS) for approval prior to CDP issuance.

REQUIRED MITIGATION MEASURES: The following summarizes measures to be included in this project to avoid the potential for significant adverse environmental impacts.

1. Backfill excavated areas on the beach immediately after this portion of the removal is complete.
2. Use topsoil for any fill needed on the site and for the berms along the ravine to aid in revegetation.
3. Implement soil stabilization and revegetation immediately after the site is recontoured. This is to include use of jute netting and straw mulch in all areas where vegetation is removed and/or soils are disturbed.
4. Fence the site as specified in the restoration plan (refer to Appendix A) to prevent disturbance of the revegetation effort by park visitors for at least one year.
5. Place a 12-inch slotted plastic drain culvert in the ravine to collect runoff and prevent erosion of the disturbed soils (refer to Appendix A for details).
6. Use water sprays to minimize fugitive dust emissions during grading for site restoration as determined to be necessary by the OEC.

7. Conduct pre- and post-project surveys of the work zone to (1) verify locations of surf grass and kelp and (2) evaluate the extent of damage to these resources by the abandonment project. A survey plan will be reviewed and approved by the County (RMD), California Department of Fish and Game, California Coastal Commission, and State Lands Commission prior to issuance of the County's Coastal Development Permit (CDP). Restore damaged kelp or surf grass beds as specified in the Marine Biology Impact Reduction Plan developed for compliance with the Santa Barbara County Final Development Plan (FDP) permit condition XIV-7 for the Exxon Santa Ynez Unit project.
8. Anchor the work vessel so as to avoid damage to kelp and surf grass beds. The County, State Lands Commission, California Coastal Commission, and California Department of Fish and Game will review and approve an anchor plan prior to issuance of the County's CDP to verify that these sensitive habitats will be avoided.
9. Have an on-site environmental monitor present during all activities. This monitor will specify requirements to minimize impacts to marine biota if work plans must be altered to meet site-specific conditions.
10. Avoid removal of willow trees in and adjacent to the ravine and the laurel sumac next to the shed to the extent feasible. These could be pruned where necessary and will resprout if roots are not disturbed.
11. Plant only native shrub species as specified in the restoration plan. The non-native grass (*Vulpia megalura*) called for in the plan is commonly used for soil stabilization and would be suitable for the area. Native giant rye, which occurs adjacent to the fence, will be added to the seed mix.
12. Monitor the site during and after revegetation to determine success of erosion control, seeding, and amount of weed invasion. Restoration criteria and a contingency plan will be developed prior to CDP issuance for implementing remedial revegetation efforts, if necessary.
13. Remove all castor bean and iceplant currently on the site. Remove noxious weedy non-native species such as thistles and castor beans by hand if they are observed to colonize the site after revegetation.
14. Provide irrigation water if no rain occurs within 1 month after seeding and additional supplemental water as necessary over the next several months. The timing and amount of water will be determined by the field monitoring and take into consideration time of year and amount of rainfall (i.e., if drought conditions persist).
15. Minimize disturbance of bluff vegetation by lifting the pipe segments rather than dragging them up the cliff face or by using a roller-type scaffolding (or other similar means) to keep the pipes from abrading the cliff and to minimize the disturbance area. Do not remove any bluff vegetation below the temporary drainage culvert outfall.
16. Complete work within 21 days following completion of nearshore pipeline work consistent with California Department of Parks and Recreation requirements, including any bicycle path repairs needed.

17. Repair any damage to the bicycle path caused by site work or vehicles as soon as heavy equipment is moved off the site. Pre-and post-project surveys of the bicycle path will be done to verify if any damage resulted from the project.
18. Leave the concrete block retaining wall across the ravine adjacent to the bicycle path (refer to Figure 2) in place to prevent damage to the bicycle path.
19. Limit the weight and number of trips for equipment using the bicycle path for site access.
20. Notify fishermen through the Joint Oil/Fisheries Liaison Office, posting of notices at the Harbor Master's office, and daily announcements over VHF marine radio about the proposed offshore demolition work at least 15 days (preferably 30 days) prior to commencement of activities as specified in the County's FDP permit condition X-10 for the Exxon Santa Ynez Unit project. Also notify them of any changes in schedule as soon as these changes are made.
21. Submit the exact locations of the anchor moorings in longitude-latitude and loran-C coordinates to the Coast Guard for inclusion on nautical charts and publication in the Local Notice to Mariners. The locations should also be submitted to the local Joint Oil/Fisheries Liaison Office (Dr. Craig Fusaro) for publication in the Oil and Gas Newsletter.
22. Submit a soil and pipeline water sampling plan to the County (RMD and Environmental Health Services [EHS]) for approval prior to demolition activities. This plan shall include name(s) of laboratories to be used and length of time required for sample analysis results to be obtained. The results should be provided to the County prior to revegetation of the site.
23. Prepare a contingency plan for a potential oil spill resulting from pipeline abandonment and hose removal and submit to the County (RMD and EHS) for approval prior to CDP issuance.
24. Prepare a contingency plan for disposal of contaminated soil and water and submit to the County (RMD and EHS) for approval prior to CDP issuance.

DOCUMENT PREPARED BY: Rosemary Thompson, SAIC, under the direction of Mary Meaney Reichel and Nancy Minick, Project Managers, Resource Management Department, Energy Division. If you should have any questions, please call Mary Meaney Reichel at 568-2040.

CHANGES IN THE 'PROJECT DESCRIPTION': Any element in the project description that is not met as described shall constitute an action not considered as part of the initial study for this ND. In these cases, the RMD requests a complete reevaluation in light of these element changes. This reevaluation may be subject to all regular fees and conditions.

PUBLIC HEARING: The public hearing will be held at 9:30 A.M. on January 11, 1990 in the Santa Barbara County Planning Commission Hearing Room, 123 East Anapamu Street, Santa Barbara, CA 93101. If you cannot attend this meeting, please make sure that written testimony reaches the Energy Division 24 hours in advance of the hearing. Telephone testimony also will be accepted. Copies of this ND may be obtained at our office. Anyone wishing to see the project file for this ND may do so by visiting the Energy Division.

Send comments to RMD, Energy Division, 1226 Anacapa Street, Second Floor, Santa Barbara, CA 93101, attention Mary Meaney Reichel. All challenges to the Deputy Director's determination must be made in writing by the time stated if they are to be considered.

REFERENCES:

Chambers Group. 1986. Draft EIR/EIS, Proposed ARCO Coal Oil Point Project. Appendix 6 - Terrestrial Biology. State Lands Commission, County of Santa Barbara, and U.S. Army Corps of Engineers.

Dames & Moore. 1982. Environmental Report (Production), Santa Ynez Unit Development. Prepared for Exxon Company, U.S.A.

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Kinnetic Laboratories. 1985. Marine Biology Technical Appendix. Cities Service Oil and Gas Corporation and Celeron Pipeline Company of California San Miguel Project. Prepared for URS Corporation, Santa Barbara, California.

Science Applications, Inc. (SAI). 1984a. Final Environmental Impact Statement/Report, Santa Ynez Unit/Las Flores Canyon Development and Production Plan. Technical Appendix 11, 12 Physical Oceanography, Marine Water Quality. U.S. Minerals Management Service, California State Lands Commission, and County of Santa Barbara.

_____. 1984b. Final Environmental Impact Statement/Report, Santa Ynez Unit/Las Flores Canyon Development and Production Plan. Technical Appendix 8 Marine Biology. U.S. Minerals Management Service, California State Lands Commission, and County of Santa Barbara.

Appendix A
RESTORATION PLAN

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Restoration Plan

The following tasks will be completed during the restoration of the abandoned El Capitan Marine Terminal: slope stabilization and erosion control, initial revegetation, and monitoring and maintenance. These activities are described as follows:

Slope Stabilization and Erosion Control

Temporary erosion control measures will be implemented immediately following site demolition. A 12" plastic drain culvert will be installed to prevent storm runoff from eroding the finished slope and cliff. The culvert will be designed to gather runoff from the site and convey water directly to the beach area. An earthen berm will be constructed at the site to direct surface flow to the culvert inlet. The inlet for the structure will be reinforced with sandbags.

Jute netting will be fastened to exposed bare soil on drainage slopes. Straw mulch and seed will be distributed beneath the fabric. The jute is intended to secure surface soil and protect against washing due to direct rainfall.

The culvert outfall will be cleared of debris to allow unimpeded streamflow to the beach. Vegetation on the cliff face will be left in place to maintain slope stabilization.

Revegetation

The initial revegetation will consist of broadcast seeding. A broadcast seed mix will be applied to the affected area prior to jute installation. The seed mix will be comprised as follows:

Golden bush (<i>Haplopappus Squarrosus</i>)	2 lbs
Sea Cliff buckwheat (<i>Eriogonum Parvifolium</i>)	2 lbs
California sagebrush (<i>Artemisia Californica</i>)	1 lb
Zorro fescue (<i>Vulpia Megalura</i>)	6 lbs
Soft chess (<i>Bromus Mollis</i>)	4.5 lbs
Vetch (<i>Vicia Sp.</i>)	4.5 lbs

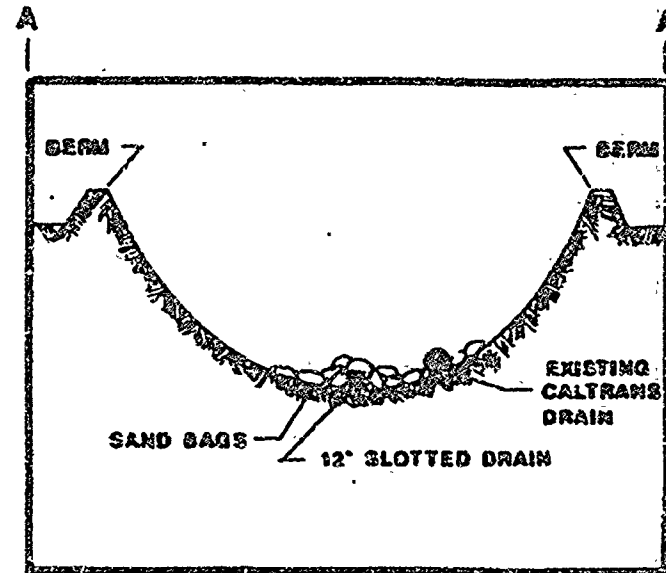
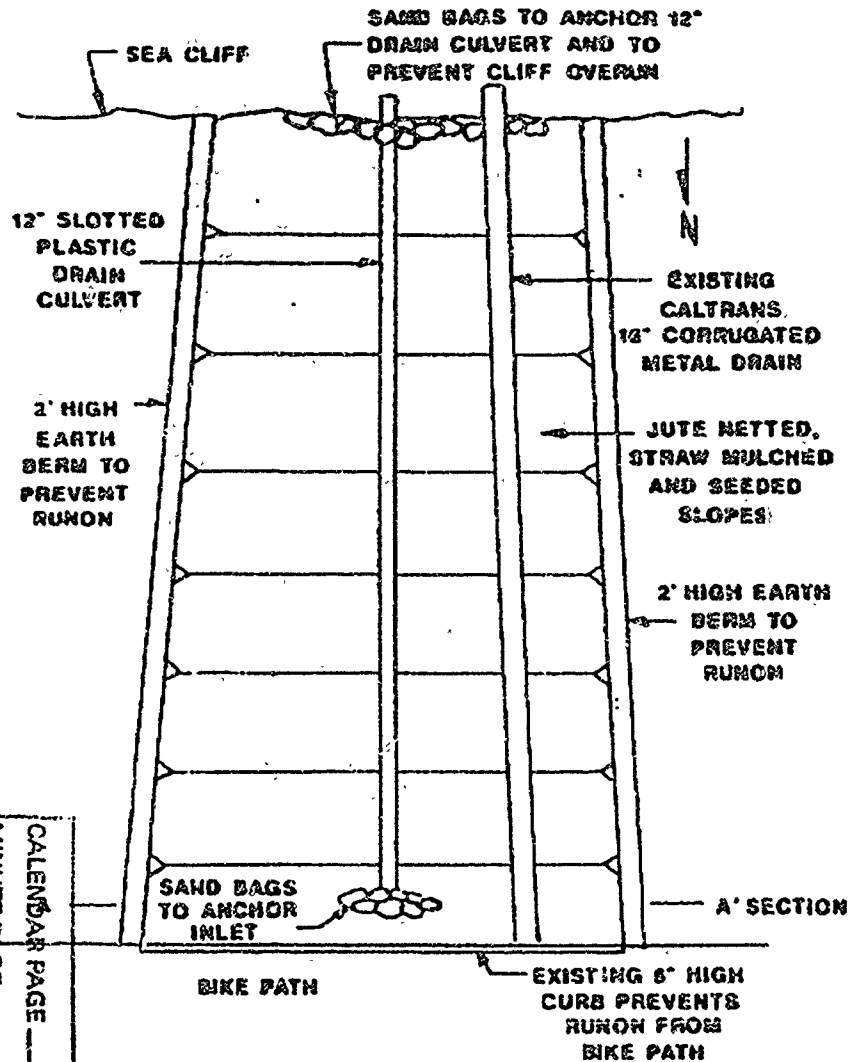
A total of 20 lbs of seed will be distributed, equalling an approximate application rate of 200 lbs/acre. This is considered a heavy treatment. The seasonal timing of seeding and poor soil conditions suggest that high seeding rates will be required to achieve the desired vegetative cover.

The restoration site will be delineated by means of a temporary black vinyl chain link fence. The fence runs from the top of the affected slope, parallel to the bike path along the southern edge of the S.P.R.R. ROW. The purpose of the structure is to demarcate the limits of the restoration site and to discourage entry during revegetation.

ATTACHMENT V

14907

PRELIMINARY EROSION CONTROL PLAN FOR THE EL CAPITAN MARINE TERMINAL ABANDONMENT PROJECT



NOT TO SCALE

NOTE: THE SANDBAGS, THE SLOTTED DRAIN CULVERT, AND THE OTHER EROSION CONTROL MATERIALS WILL REMAIN IN PLACE UNTIL AN INITIAL EVALUATION IS MADE IN 90 DAYS. BASED ON THE RESULTS OF THIS EVALUATION, EXXON AND THE RESOURCE MANAGEMENT DEPARTMENT WILL DECIDE HOW MUCH LONGER THE EROSION CONTROL MATERIALS WILL REMAIN IN PLACE.

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