

**MINUTE ITEM**

This Calendar Item No. 28  
was approved as Minute Item  
No. 28 by the State Lands  
Commission by a vote of 3  
to 0 at its 2/27/90  
meeting.

**CALENDAR ITEM**

A 35

**28**

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03/27/90  
PRC 7163  
PRC 2398  
Louie  
Small

**AMENDMENT OF MITIGATION MEASURE TO EXTEND  
TIME PERIOD FOR NEARSHORE CONSTRUCTION (PRC 7163)  
AND AMENDMENT OF EFFECTIVE DATE OF TERMINATION OF  
LEASE PRC 2398**

Lessee: Exxon Corporation  
P. O. Box 5025  
Thousand Oaks, CA 91359

**BACKGROUND:**

I. The State Lands Commission at its meeting in January 1988 authorized the issuance of Lease PRC 7163.1 for Exxon's proposed Santa Ynez Unit (SYU) oil pipeline offshore at Las Flores Canyon, Santa Barbara County. Construction of the nearshore portion of the oil pipeline commenced November 1, 1989. The environmental mitigation measures adopted by the Commission for this project included the following:

"2g. Exxon shall conduct nearshore construction activities only during November 1 to March 31. Such scheduling will minimize impacts to lobster populations, air quality and recreation at the State Beaches nearby. Exxon shall address in their impact reduction plan, steps which will be taken to reduce impacts which might be caused by extension of the time taken for construction."

(ADDED pgs. 237-237.31)

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II. Lease PRC 2398 covers the El Capitan marine terminal which was last used in 1970 and was acquired by Exxon in 1974. The State Lands Commission at its meeting in January 1990 authorized the abandonment of the marine terminal and the termination of Lease PRC 2398 effective April 30, 1990. The El Capitan marine terminal is located less than one half mile east of the Las Flores construction site. Exxon had planned to remove terminal facilities as authorized by the Commission immediately upon completion of the nearshore construction of the SYU pipeline.

CURRENT SITUATION:

Due to unforeseen construction delays, Exxon has informed staff that nearshore construction of the SYU pipeline will extend into April, and has requested approval of an extension to April 27 to complete construction. The attached Exhibit "B" outlines the activities and the mitigation measures which will occur past March 31, to reduce impacts which may result from the extension.

The County of Santa Barbara has indicated it will issue a letter of substantial conformity for the extension. The California Department of Parks and Recreation is consenting to the extension with conditions as shown in the attachment B to Exhibit "B".

The anticipated April completion date of the nearshore construction of the SYU pipeline does not allow sufficient time to remove the El Capitan facilities before April 30th of this year. The Department of Parks and Recreation has required that no construction activities take place after April, due to public recreational use of El Capitan State Beach.

Since the State Lands Commission had authorized marine terminal abandonment and termination of Lease PRC 2398 effective April 30, 1990, staff is recommending that the Commission amend its prior authorization to reflect a new lease termination date of April 30, 1991, with all other terms and conditions for abandonment to remain the same. If, from this delay, there are any substantial changes in the project from the plans on file, Exxon must obtain prior State Lands Commission approval.

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.

CALENDAR ITEM NO. 28 (CONT'D)

AB 884: N/A.

OTHER PERTINENT INFORMATION:

1. Regarding the extension of the construction period through April 27, 1990 for nearshore construction under Lease PRC 7163, Exxon has submitted measures to reduce impacts which might be caused by extension of the time taken for nearshore construction as contained in Exhibit "B".
2. Regarding the abandonment of the El Capitan marine terminal and termination of Lease PRC 2398 effective no later than April 30, 1991, 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.
3. These activities involve 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 projects, as proposed, are consistent with its use classification.

EXHIBITS:

- A. Location Map.  
A-1 Site map.
- B. Letter dated March 21, 1990.
- C. Negative Declaration (SCH # 89010264).

IT IS RECOMMENDED THAT THE COMMISSION:

1. A) WITH RESPECT TO LEASE PRC 7163, FIND THAT THE FINAL EIR/S, SUBSEQUENT SUPPLEMENTALS AND ADDENDUMS PREPARED AND ADOPTED FOR THIS PROJECT HAVE BEEN REVIEW AND CONSIDERED BY THE COMMISSION.
- B) FIND THAT THE PROJECT, AS PROPOSED, WILL HAVE NO SIGNIFICANT EFFECT UPON THE ENVIRONMENT, THAT SIGNIFICANT IMPACTS ON THE ENVIRONMENT ARE REDUCED TO THE MAXIMUM EXTENT FEASIBLE, AND THAT THE BENEFITS OF THE PROJECT OUTWEIGH ITS REMAINING SIGNIFICANT ENVIRONMENTAL EFFECTS.

CALENDAR ITEM NO. 28 (CONT'D)

- C) ADOPT THE MITIGATION MEASURES AS CONTAINED IN EXHIBIT "B" ATTACHED AND APPROVE AN EXTENSION OF THE TIME PERIOD FOR NEARSHORE CONSTRUCTION THROUGH APRIL 27, 1990.
2. A) WITH RESPECT TO LEASE PRC 2398, 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.
- B) DETERMINE THAT THE PROJECT, AS MODIFIED AND APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
- C) AMEND THE COMMISSION'S PRIOR AUTHORIZATION TO TERMINATE LEASE PRC 2398 TO CHANGE THE EFFECTIVE DATE OF SUCH TERMINATION TO NO LATER THAN APRIL 30, 1991; ALL OTHER TERMS AND CONDITIONS OF ABANDONMENT AND TERMINATION OF LEASE PRC 2398 TO REMAIN UNCHANGED.

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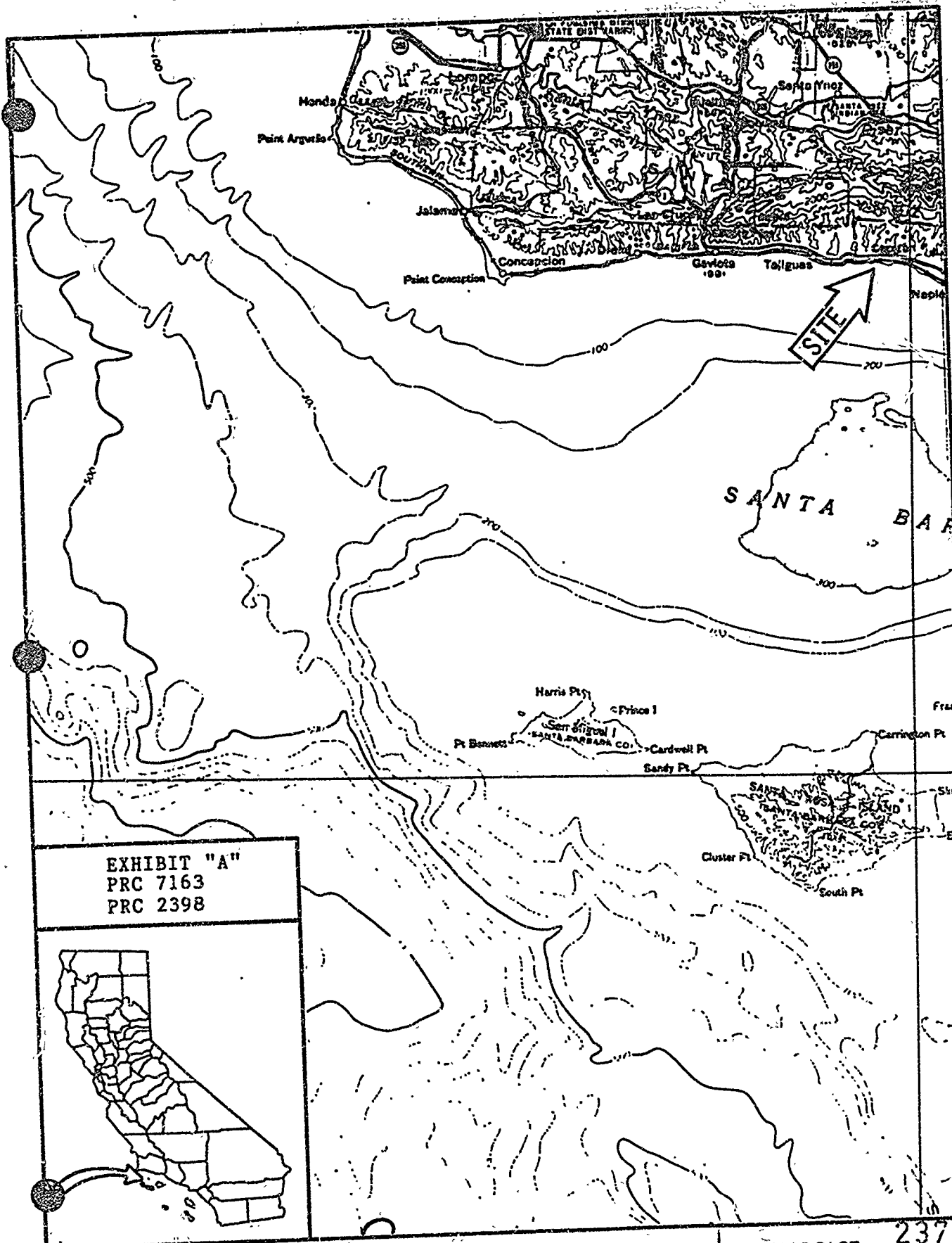


EXHIBIT "A"  
 PRC 7163  
 PRC 2398



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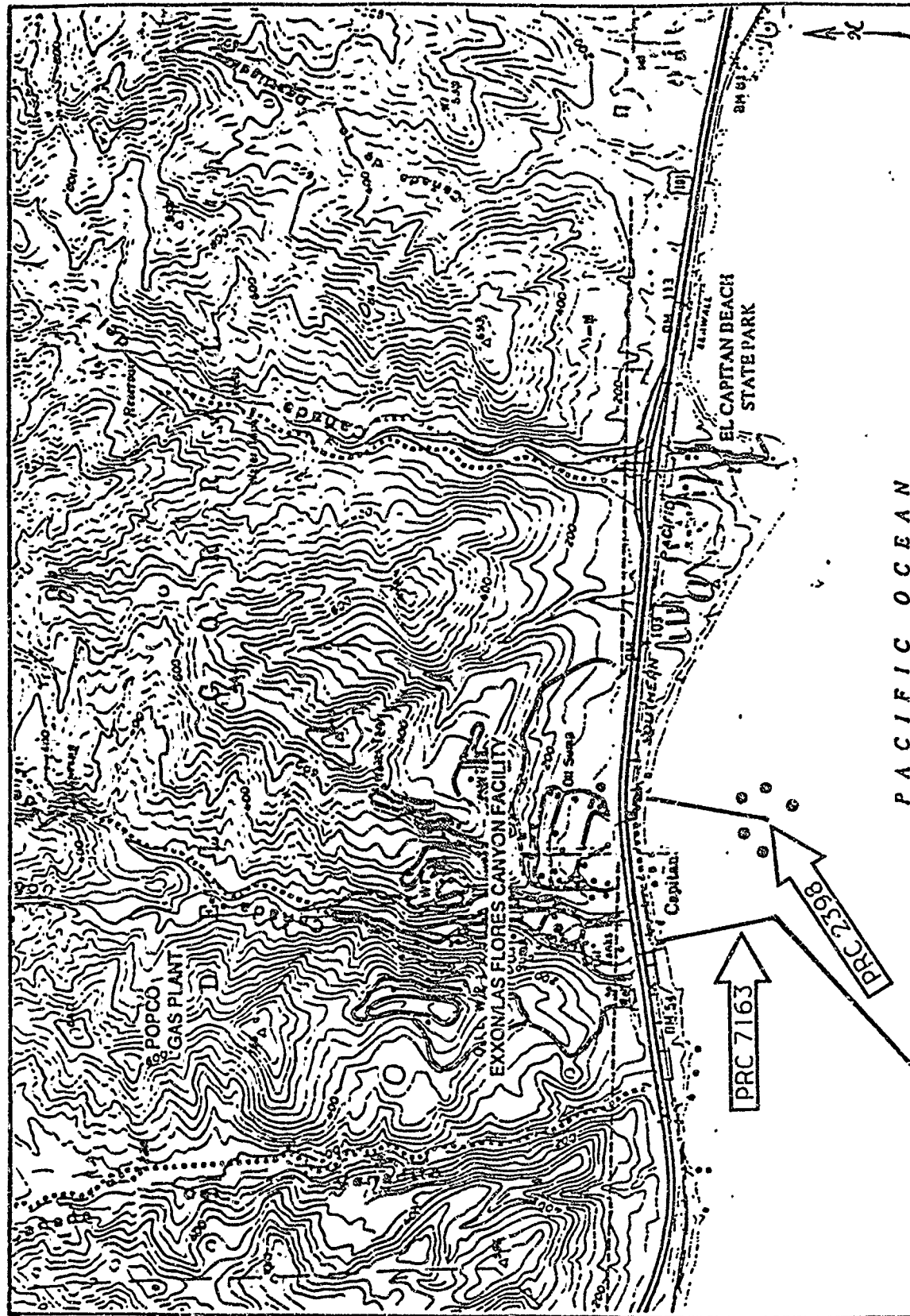


EXHIBIT "A-1"  
SITE MAP

PRC 2398 & PRC 7163

PREPARED MARCH 21, 1990 BY SAS.

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EXHIBIT B

PRC 7163

**EXXON** COMPANY, U.S.A.

12000 CALLE REAL • COLETA, CALIFORNIA 93117 • (805) 863-8097

PRODUCTION DEPARTMENT  
WESTERN DIVISION  
SANTA VERA UNIT EXPANSION PROJECT  
LAS FLORES CANYON SITE DEVELOPMENT

March 21, 1990

Exxon SVU Nearshore Pipelines  
Schedule Extension  
90SYUL 96

Mr. Dwight D. Sanders  
Division of Research and Planning  
State Lands Commission  
1807 - 13th Street  
Sacramento, CA 95814

Dear Mr. Sanders:

In accordance with your request dated March 7, and Environmental Mitigation Condition 2g of Exxon's Lease 7163.1, this letter transmits our assessment of the potential impacts related to Exxon's proposed nearshore pipeline construction schedule extension, and discusses mitigation measures that will be implemented to reduce impacts.

Currently, all significant work activities are expected to be completed prior to March 31, 1990 in accordance with Conditions 2g. The remaining activities which are expected to occur in April include barge path repair, revegetation, and land based demobilization activities. Based on the current work schedule, an assessment of the potential impacts identified in Environmental Mitigation Condition 2g is as follows:

1. Lobster Populations. There are two potential sources of impacts to the lobster populations: barge operations and intertidal armor rock redistribution. Removal of the barge's inshore anchors will cause some minor on bottom disturbance and may have some potential to impact the lobster population; however, the anchors are outside the outer edge of the kelp bed and lobster habitats. Presently, the barge is expected to complete all offshore operations and demobilize as early as March 23, in compliance with the permit.

Redistribution of the intertidal armor rock may also have a potential impact on the lobster population. Exxon's contractor will be redistributing some previously placed armor rock to achieve final grade. There may be some incremental impacts due to turbidity; however the area has been previously disturbed and is fairly free of overburden. Currently, the contractor plans to complete this activity prior to March 31 in compliance with the permit.

Should either of these activities run over into April, we don't believe there are any significant increases in impacts based upon the aforementioned reasons. Exxon plans to mitigate any possible extension of these activities into April by ensuring that the contractor places as first priority, the completion of his work within State Lands.

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2. Air Quality. The primary source of air emissions for the Nearshore Pipelines project has been the offshore based equipment and vessels which is scheduled to be demobilized prior to March 31. Air emissions beyond the March 31 date would be primarily related to equipment operation during bike path repair, revegetation, and land based demobilization activities; none of these activities are considered to be equipment intensive. In addition, these emissions would occur for only a short time period beyond the March 31 date (27 days maximum). Based on these considerations, Exxon does not propose to implement any additional mitigation measures other than those already in effect for construction. We note that these air pollution reduction measures have been extremely effective to date, and Exxon is now approximately 50% below the estimated total emissions for the Nearshore Pipelines project.
3. Recreation. Recreation related impacts associated with the proposed schedule extension could potentially be significant. However, the Department of Parks and Recreation (DPR) has granted Exxon approval of the proposed schedule extension provisioned upon the incorporation of additional terms and conditions to the existing Temporary Use Permit (TUP). These terms and conditions were authored by DPR to reduce impacts to El Capitan and Refugio State Parks and the public using those parks during the timeframe of the proposed extension. A draft version of the additional terms and conditions requested by DPR is included with this letter as Attachment B. It is expected that these will become finalized on March 23. In order to reduce recreation related impacts associated with the schedule extension, Exxon will operate in accordance with all DPR TUP terms and conditions.

While not addressed in Condition 2g, Exxon does intend to continue the whale monitoring program as long as the barge is onsite.

We hope that this letter provides sufficient information for you to evaluate our request for a schedule extension. Should you require additional information, or have questions regarding the content of this letter or the attachments, please call either Pell Hank or myself.

Sincerely,



S. P. Rusch  
Environmental Coordinator

cc: Susan Hatfield - CCC  
Richard Nitsos - DFG  
Nancy Minick - RND  
Mark Garza/ Orrin Sage - ERC  
Sherril Stevens - COE  
Don Kinnoy - DPR  
Mary Bergen - SLC  
Betty Louie - SLC

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ATTACHMENT A

<u>REMAINING WORK ACTIVITIES</u>	<u>EXPECTED SCHEDULE</u>
• Replacing 20" Flange offshore	• Complete by 3/31
• Offshore hydrotesting and miscellaneous pipe end work (20" pipeline)	• Complete by 3/31
• Offshore equipment demobilization	• Complete by 3/31
• Backfill and armor rock placement in onshore/near-shore segment	• Complete by 3/31
• Piling and sheetpile removal	• Complete by 3/31
• Bike path repair, general clean-up	• Mid-April
• Revegetation	• Mid-April
• Land based demobilization	• Mid to late April

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ATTACHMENT "B"

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF PARKS AND RECREATION



Gaviota District  
10 Refugio Beach Rd.  
Goleta, CA 93117  
(805) 968-1711

March 21, 1990

Wade Cook, Supervisor  
Exxon Company, U.S.A.  
Right of Way and Claims - Western Division  
P.O. Box 5025  
Thousand Oaks, CA 91359

Dear Mr. Cook:

Staff has reviewed Permittee's request to extend the State's issued Temporary Use Permit (TUP) for the nearshore pipeline construction project located at El Capitan/Refugio State Beaches. Please consider receipt of this letter as the approval of your request with the following provisions:

The TUP shall be extended to April 27, 1990. All terms and conditions of the TUP are still in effect, with the understanding that all construction activities are only permitted to occur on weekdays, Monday through Friday, unless prior authorization for Saturday work, on a case by case basis, has been obtained from the State. No Sunday work shall be allowed. Additionally, the following terms and conditions are included in the TUP:

1. Demobilization of the Project Site. Prior to the demobilization of the project site, Permittee shall prepare a demobilization plan for State review and approval, which shall include the following:

a. All construction equipment that cannot be removed via the bikepath, shall be removed prior to April 6, 1990 or after April 15, 1990. Additionally, demobilization activities shall occur only on weekdays, Monday through Friday.

b. During demobilization, all construction or related equipment shall be equipped with lights; be accompanied by

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escort vehicles through El Capitan State Beach, including the beach area; shall use flagmen for traffic direction, and maintain a traffic lane through El Capitan State Beach for general traffic flow at all times.

c. For the protection of Permittee's equipment and to insure public safety, plastic fencing shall be installed surrounding the laydown area. Also, while equipment is stored at the El Capitan heavy equipment demobilization area, a guard shall be maintained at the site when construction workers are not present. In addition, the overlying sand previously placed on the demobilization site shall remain in place.

2. Repair of the Bikeway. Prior to the repair of the bikeway, Permittee shall submit a bikeway repair plan to the State for their review and approval. The plan shall include the areas designated for repair, methods of repair, type of equipment to be used for the repair work and shall identify any impacts to the roads of Refugio State Beach.

As stated in condition #13 of the TUP, Permittee is responsible for repairing the bikeway, as well as other areas affected by the construction activities, to the same condition they were in prior to the implementation of the project. However, Condition #IV-E.7. of the County of Santa Barbara Final Development Plan Conditions for Exxon Santa Ynez Unit requires reconstruction of the bikeway as a mitigation measure for the several month closure of the path. Specifically, Condition #IV-E.7. states:

"Prior to start-up, as a mitigation for closing the Coastal Bikeway during the construction period, Exxon shall pay for the reconstruction of the existing bikeway between El Capitan and Refugio State Beach Parks according to the standards of the State Department of Parks and Recreation or provide to the Department of Parks and Recreation an equal amount of funding for the construction of a new link in the Coastal Bikeway System." Therefore, the repair work to make the bikeway usable does not meet the County's reconstruction requirements. (TUP Section #10)

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3. Traffic circulation. After March 30, 1990, all vehicles and trucks must use the tunnel through El Capitan State Beach. The Refugio State Beach bikepath access shall only be used by vehicles which cannot negotiate the tunnel. Permittee shall notify State as to the number of vehicles scheduled to use Refugio State Beach entrance during the extension period.

In addition, after demobilization of the project site, Permittee and the State shall review the condition of park roads in El Capitan and Refugio State Beaches to assess damages to the roads and identify necessary repair measures.

4. Beach restoration. The beach area where construction activities occurred shall be restored to pre-project condition. The cobble that has been utilized as a base for the "sand road" shall be removed per the County of Santa Barbara and State Lands specifications. (TUP Section #18)

5. Laydown and other disturbed area restoration. Because the actual implementation of the vegetation restoration plan is not to occur until prior to the next rainy season (Fall 1990), measures to protect the soil from wind and possible rain erosion, etc. must be implemented until the restoration plan is implemented. Such measures shall include use of a soil sealant and hydroseeding of disturbed areas, with the understanding that hydroseeding may need to be reapplied at a later date with implementation of the vegetation restoration plan. Permittee shall submit a soil erosion control plan to the State for their review and approval. (TUP Section #14)

6. Archaeological Report. Permittee shall submit the final archaeological report on SBA - 1731, for State review and approval, on July 1, 1990.

7. Payment schedule. Pertaining to the fee schedule established by Condition #12 of the TUP should the TUP be extended, Permittee shall make payment of the \$10,000 fee on the Monday of each week of April, starting April 2, 1990 until the project is completed or April 27, 1990 whichever comes first. (TUP Section #12)

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In conclusion, State and Permittee shall conduct a phased final inspection; as sub-contractor work is completed, at the project site and other areas affected by the construction activities prior to assessing the final compliance of the TUP conditions. (TUP Section #13)

If you have any questions regarding the TUP extension, please do not hesitate to contact myself or Margaret Macleod at the above address or phone number. Thank you.

STATE OF CALIFORNIA  
DEPARTMENT OF PARKS AND RECREATION

KIXON CORPORATION

APPROVED:

APPROVED:

By:  
Title: District Superintendent

By:  
Title:

- cc: H. Minnick, Co. of S.B. RMD - Energy Div.
- O. Sega, OEC
- A. Naughton, SLC
- P. McGinley, Kixon
- D. Tyler, Kixon

DRK/MLJ/mm  
EXXTUP5

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EXHIBIT C

COUNTY OF SANTA BARBARA  
DEPARTMENT OF RESOURCE MANAGEMENT  
FINAL NEGATIVE DECLARATION

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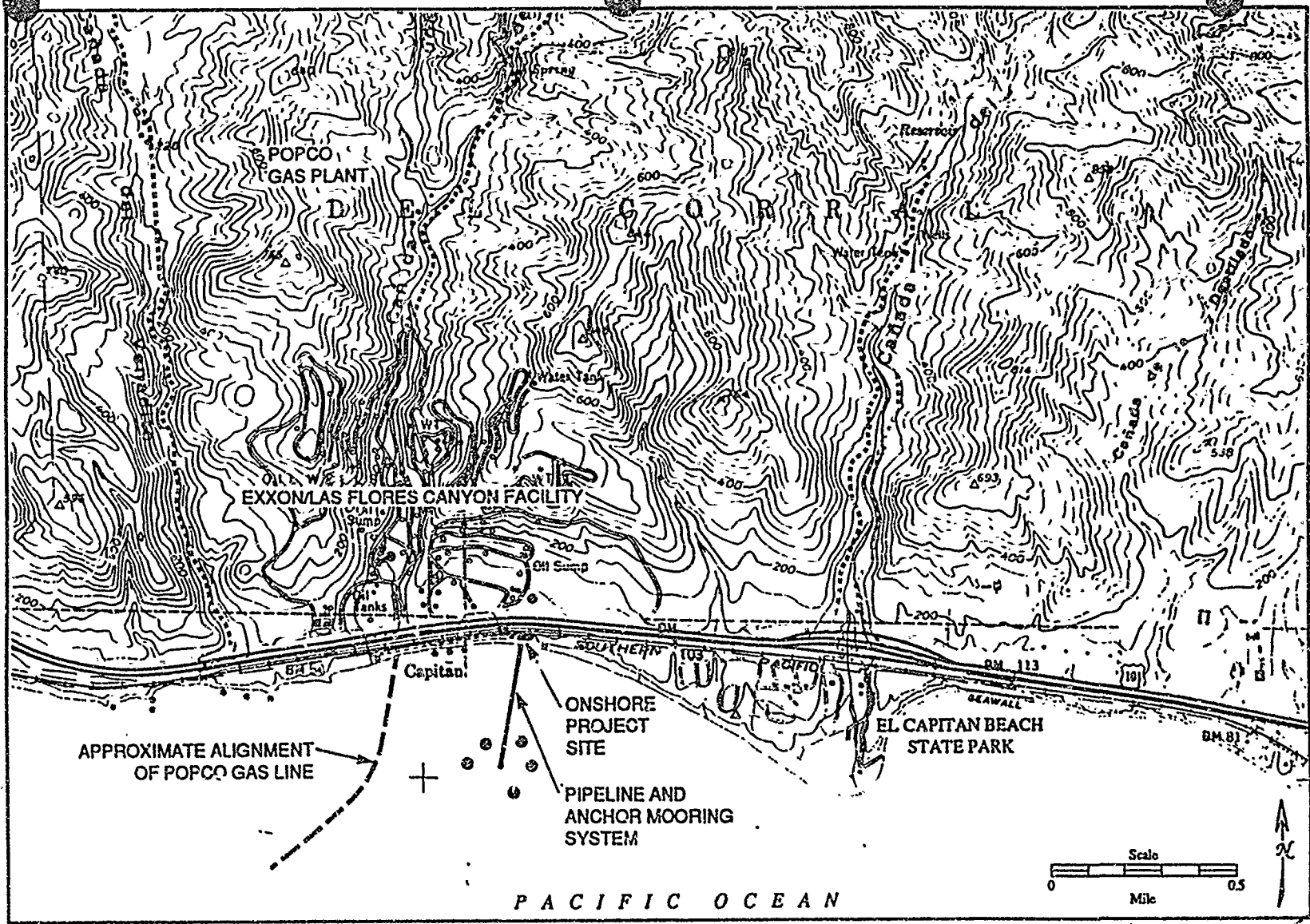


Figure 1  
EXXON EL CAPITAN MARINE TERMINAL SITE MAP

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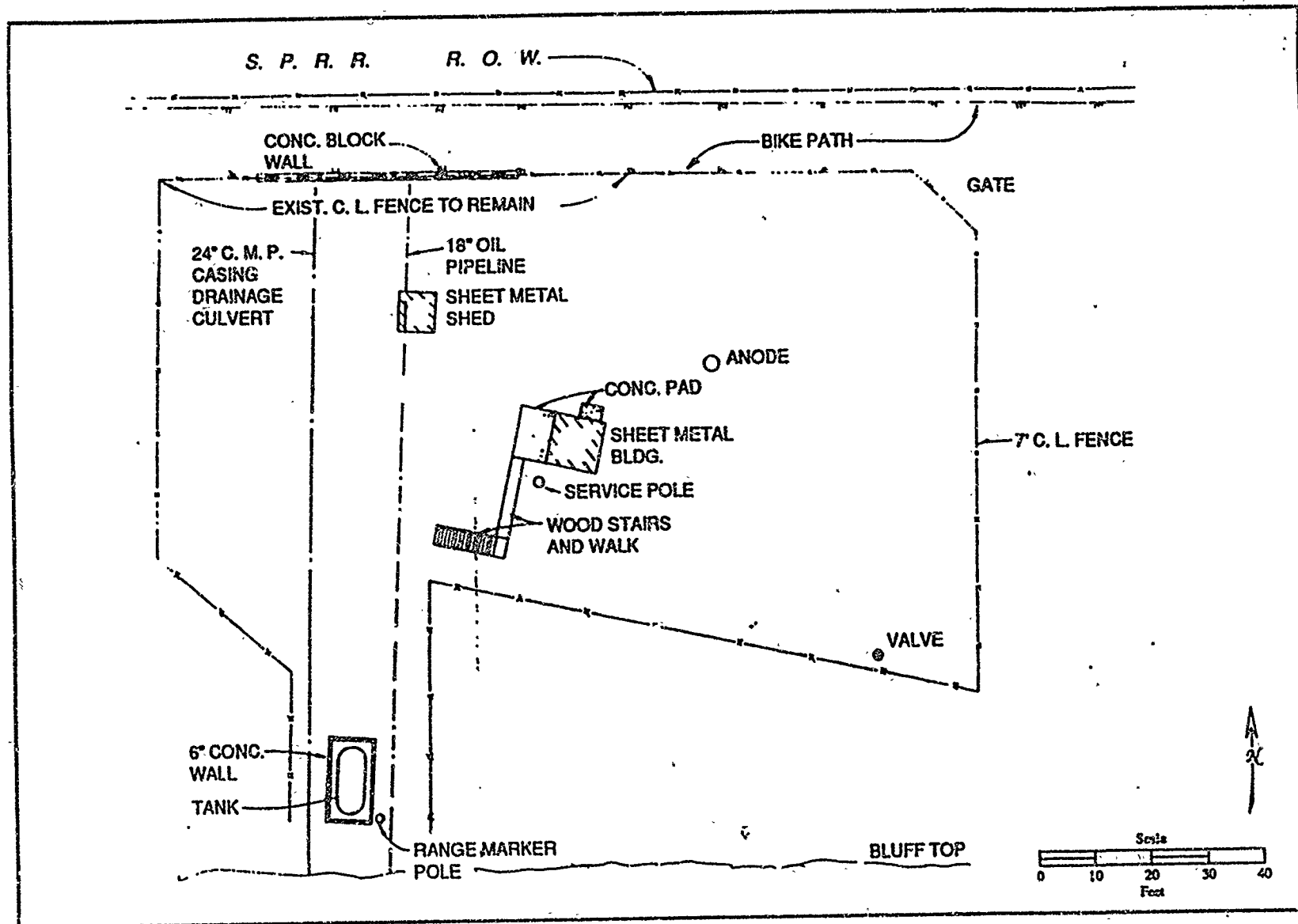


Figure 2  
ONSHORE PROJECT SITE

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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

spring migration, mothers and their young often swim very close to shore (Kinnetic 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 (*Egrecia 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 (*Malosma 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. Violations of the California Ambient Air Quality Standard (CAAQS) for ozone and PM<sub>10</sub> have been measured in southern Santa Barbara County. 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 once per year except in the case for ozone where violations are registered if standards are exceeded three discontinuous times in three years. The most substantial emission sources in proximity to the project area are motor vehicles that traverse Highway 101.

Vegetation in the vicinity of the onshore site is quite flammable and is categorized as fuel types 2 and 8 according to the U.S. Forest Service Fuel Classification System (Perry 1987). Much of the vegetation adjacent to the site, between the bicycle path and the bluff, has been mowed, but dense stands of coyote brush and other shrubs remain at the top of the bluff as well as on the site.

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 only SBa-1731 has been excavated to verify this (personal 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

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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	<u>X</u>
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>
Schools	—	Agriculture	—		

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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.

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 Resources: 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 bed, 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 State'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 State's CDP to verify that these sensitive habitats will be avoided.

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. Seeds of native species identified in the seed mix shall be collected in the vicinity of the project area when possible.
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.

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**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).

**Fire Hazards:** The proposed project would increase the potential for fires during onshore removal activities as a result of machinery use, project-related vehicle traffic on access routes, and acts of project personnel, whether accidental or intentional. Due to the inaccessibility of the onshore site to fire-fighting apparatus, a fire originating at the site or along an access route could spread outside the project area. Once removal activity is completed and equipment is taken from the site, the fire hazard would be reduced to the existing level for this area.

The following measures would reduce the potential for project-related fires:

1. Submit a fire protection plan to the County Fire Department for approval before any mobilization or other work begins. At a minimum, this plan shall contain provisions for:
  - o Removal and clearing of dead vegetation on the site, leaving root structures in place for erosion control.
  - o Pruning of dead branches and live growth from living vegetation.
  - o Mowing grass to within two inches of the topsoil, leaving root structures in place.
  - o Mowing grass and pruning dead vegetation along the access route to increase shoulder width.
  - o Providing a mobile water source with a minimum capacity of 3,000 gallons. Other capabilities, such as pumping water through a hose and nozzle, will be determined through an agreement between Exxon and the Fire Department.
  - o Providing onsite fire safety personnel with communication and skill level as determined through an agreement between Exxon and the Fire Department.
2. Submit an emergency response plan to the Fire Department for approval before any mobilization or other work begins.

**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.

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**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.
3. Post signs near the off-ramp from Highway 101 to alert bicyclists to the bicycle path closure prior to abandonment activities.

**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 or Total Petroleum Hydrocarbons (TPH) 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), Air Pollution Control District (APCD), 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. This plan shall also include a map showing the locations of the soil samples. The results shall 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 that have been included in the project description 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 soil 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 State'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. Operate the work vessel so as to avoid damage to kelp and surf grass beds. The County, State Lands Commission, California Coastal Commission, and California

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Department of Fish and Game will review and approve an anchor plan prior to issuance of the State'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 megachura*) 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. Seeds of native species identified in the seed mix shall be collected in the vicinity of the project area when possible.
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. Submit a fire protection plan to the County Fire Department for approval before any mobilization or other work begins. At a minimum, this plan shall contain provisions for:

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- o Removal and clearing of dead vegetation on the site, leaving root structures in place for erosion control.
  - o Pruning of dead branches and live growth from living vegetation.
  - o Mowing grass to within two inches of the topsoil, leaving root structures in place.
  - o Mowing grass and pruning dead vegetation along the access route to increase shoulder width.
  - o Providing a mobile water source with a minimum capacity of 3,000 gallons. Other capabilities, such as pumping water through a hose and nozzle, will be determined through an agreement between Exxon and the Fire Department.
  - o Providing onsite fire safety personnel with communication and skill level as determined through an agreement between Exxon and the Fire Department.
21. Submit an emergency response plan to the Fire Department for approval before any mobilization or other work begins.
  23. Post signs near the off-ramp from Highway 101 to alert bicyclists to the bike path closure prior to abandonment activities.
  24. 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.
  25. 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.
  26. Submit a soil and pipeline water sampling plan to the County (RMD, Air Pollution Control District [APCD], 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. This plan shall also include a map showing the locations of the soil samples. The results shall be provided to the County prior to revegetation of the site.
  27. 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.
  28. 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.

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**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:**

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

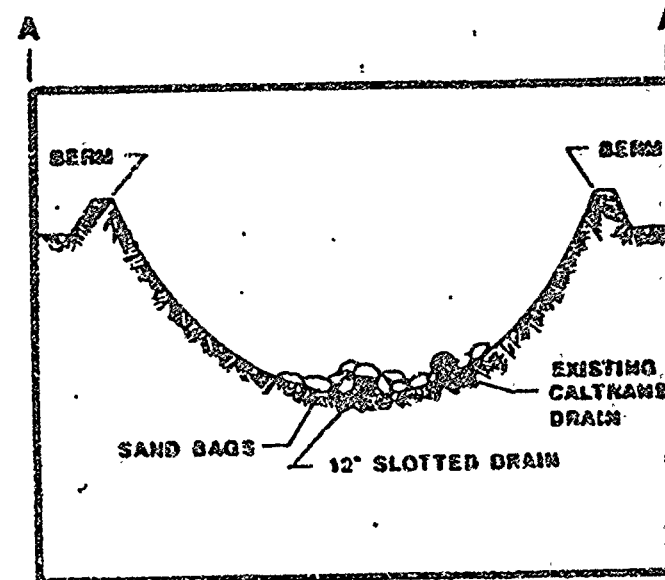
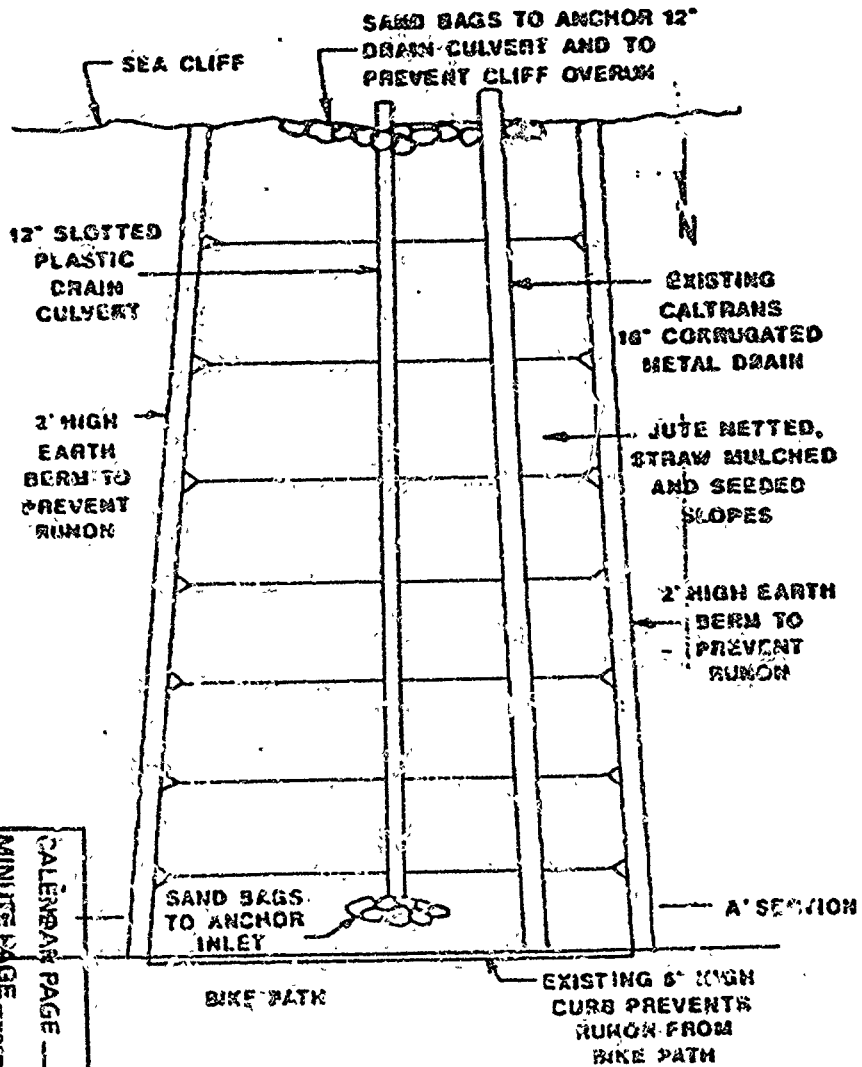
A total of 20 lbs of seed will be distributed, equalling an approximate application rate of 200 lbs/acre. This is considered a heavy treatment. The seasonal timing of seeding and poor soil conditions suggest that high seeding rates will be required to achieve the desired vegetative cover.

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

10007

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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 MINUTE PAGE 592