MINUTE ITEM

This Calendar Item No. 23 was approved as Minute Item No. 23 by the State Lands Commission by a vote of 3 to 0 at its 6/26/86 meeting.

CALENDAR ITEM

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06/26/86
W 23753 PRC 6995
Lipphardt
Gorfain

GENERAL LEASE - INDUSTRIAL USE

APPLICANT: Point Arguello Pipeline Company (PAPCO)
c/o Chevron Pipe Line Company
555 Market Street
San Francisco, California 94120-7141

AREA, TYPE LAND AND LOCATION:
An approximate 2.199-acre parcel of tide and submerged land, located in the Santa Barbara Channel near Gaviota, Santa Barbara County.

LAND USE: Installation, maintenance and operation of one wastewater outfall line, two seawater intake lines and one brine discharge line for the Gaviota oil and gas processing facilities.

TERMS OF PROPOSED LEASE:

Initial period: 25 years beginning May 1, 1986.

Surety bond: $100,000.

Public liability insurance: Provision for self-insurance coverage of $1,000,000.

CONSIDERATION: $11,772 per annum; with the State reserving the right to fix a different rental on the second anniversary of the lease and on each fifth anniversary thereafter.

BASIS FOR CONSIDERATION:
Pursuant to 2 Cal. Adm. Code 2003.

APPLICANT STATUS:
Applicant is permittee of upland.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:
Filing fee been received.

STATUTORY AND OTHER REFERENCES:
A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.

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

AB 884: 10/03/86.

OTHER PERTINENT INFORMATION:

1. Applicant proposes to install four pipelines on State tide and submerged lands from the Gaviota oil and gas processing facilities on the upland. One ten-inch diameter ocean outfall line will discharge processed wastewater from the oil and gas plants. Another ten-inch diameter line will discharge waste brine from the desalinization plant. Two 12-inch diameter intake lines will draw in seawater to be desalinized to meet the freshwater needs of the Gaviota facility. The desalinization plant was a required mitigation measure imposed by the County of Santa Barbara in its approval of the Gaviota processing facility.

2. Applicant has asked to be self-insured to satisfy the insurance provisions of the lease, and has agreed to provide proof of self-insurance to the satisfaction of the State.

3. An EIR/EIS was prepared and adopted for this project by the County of Santa Barbara and the Minerals Management Service. The Commission was a member of a joint review panel headed by the County of Santa Barbara as the CEQA Lead Agency and the Minerals Management Service. The State Lands Commission's staff has reviewed such

document and has identified, in Exhibit "C", significant environmental effects which involve the part of the project that the Commission will be considering for approval.

4. 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:

A portion of the project has been approved by Santa Barbara County, the California Coastal Commission, and the California Regional Water Quality Control Board.

FURTHER APPROVALS REQUIRED:

United States Army Corps of Engineers, California Department of Fish and Game, California Coastal Commission, Regional Water Quality Control Board, and Santa Barbara County.

EXHIBITS:

A. Land Description.
B. Location Map.
C. Addendum to Project FEIR/EIS and CEQA Findings.

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT AN EIR/EIS WAS PREPARED AND ADOPTED FOR THIS PROJECT BY THE COUNTY OF SANTA BARBARA AS CEQA LEAD AGENCY AND THE MINERALS MANAGEMENT SERVICE AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN;

2. ADOPT THE FINDINGS REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND ITS GUIDELINES WHICH ARE HEREIN ATTACHED AS EXHIBIT "C";

3. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT;

4. AUTHORIZE ISSUANCE TO POINT ARGUELLO PIPELINE COMPANY (PAPCO) OF A 25-YEAR GENERAL LEASE - INDUSTRIAL USE SUBSTANTIALLY IN THE FORM ON FILE IN THE PRINCIPAL OFFICE OF THE STATE LANDS COMMISSION BEGINNING MAY 1, 1986; IN CONSIDERATION OF ANNUAL RENT IN THE AMOUNT OF $11,772, WITH THE STATE RESERVING THE RIGHT TO FIX A DIFFERENT RENTAL ON THE SECOND ANNIVERSARY OF THE LEASE AND ON EACH FIFTH ANNIVERSARY THEREAFTER; PROVISION OF A $100,000 SURETY BOND; PROVISION FOR SELF-INSURANCE FOR COMBINED SINGLE LIMIT COVERAGE OF $1 000,000; FOR INSTALLATION, MAINTENANCE AND OPERATION OF ONE WASTEWATER OUTFALL LINE, TWO SEAWATER INTAKE LINES, AND ONE BRINE DISCHARGE LINE ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

EXHIBIT "A"

LAND DESCRIPTION W 23753

A strip of tide and submerged land 20 feet wide in the Pacific Ocean approximately one half mile east of Gaviota, Santa Barbara County, California, the centerline of said strip being described as follows:

BEGINNING at a point having California Coordinate System, Zone 6, coordinates of N = 860,959.5, E = 808,107.8, and from which USC&GS Station "TANK, 1933" bears N 85°03'04" W, 3801.47 feet; thence from said point of beginning S 32°12'00" W, 3453.27 feet to the beginning of a tangent curve concave to the southeast and having a radius of 2,000 feet; thence southerly along said curve 1,123.99 feet; thence tangent to said curve South 281.63 feet to the end of the herein described line.

EXCEPTING THEREFROM any portion lying landward of the ordinary high water mark of the Pacific Ocean.

This description is based on the California Coordinate System, Zone 6.

END OF DESCRIPTION

PREPARED MARCH 6, 1986, BY BOUNDARY SERVICES UNIT, M. L. SHAFER, SUPERVISOR

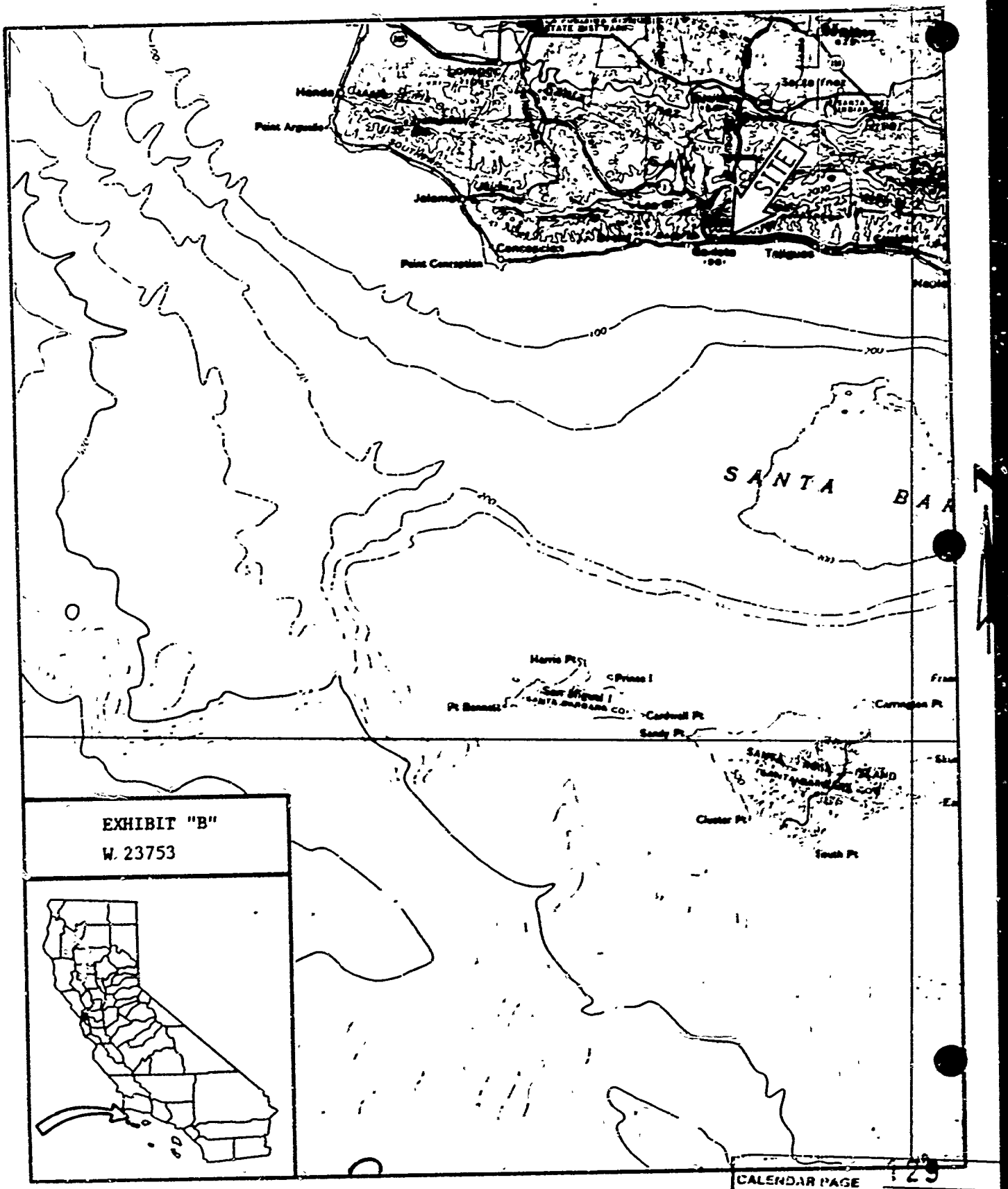
Point Arguello
Point Conception
SITE
SANTA BA
Harris Pt
Prince I
Pt Bennett
Cardwell Pt
Carrington Pt
Sandy Pt
Chester Pt
South Pt
EXHIBIT "B"
W. 23753

EXHIBIT "C"

POINT ARGUELLO PIPELINE COMPANY (PAPCO) OFFSHORE PIPELINES AT GAVIOTA PROCESSING FACILITY ADDENDUM TO PROJECT FEIR/EIS AND CEQA FINDINGS

I. BACKGROUND

The Point Arguello Pipeline Company (PAPCO) requires this lease from the State Lands Commission in order to install and operate four pipelines designated to serve the larger Gaviota consolidated oil and gas processing facility. This facility is currently under construction across Highway 101 from the pipelines' landfall on Texaco's Gaviota Marine Terminal property.

Three of the proposed lines will serve the desalinization plant required by the County of Santa Barbara as a condition of its approval of the consolidated processing facility in order to mitigate potential impacts on groundwater. Condition F-7 of the approved Final Development Plan (FDP) requires that "onsite seawater desalinization equipment provide 100% of the processing facility's freshwater requirements."

Two of the four lines will discharge produced water and waste brines into the ocean, respectively. The two remaining lines will provide seawater intake. [illegible]ater will flow into an onshore forebay located on the Texac[illegible]rine terminal property adjacent to the shoreline and [illegible] be pumped into the desalinization plan at the processing facility.

The desalinization alternative to groundwater use in the processing facility was analyzed in the project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) certified by the County, including its operational impacts such as brine discharge and intake requirements and its location considering Regional Water Quality Control Board (RWQCB) requirements. It is this analysis which resulted in the County's condition F-7. In constructing and operating the project, the applicant is required to comply with the California Ocean Plan and will obtain all necessary permits from the RWQCB.

At the time the EIR/EIS was being prepared, and up to and including the County's approval of the FDP in August 1985, PAPCO (then Chevron) proposed to install the offshore pipelines by employing a conventional lay barge method. Trenching was to take place in the softbottom areas offshore, supplemented by blasting in the nearshore bedrock area, as necessary. This was the methodology analyzed in the EIR/EIS.

(PAGES 130-130.27 ADDED 06/24/86)

Because of the ensuing design and construction requirements of the forebay area and offshore pipelines, PAPCO now proposes to employ a "trestle method" for its pipeline construction. The potential environmental effects of this method, as well as those of the forebay, must be reviewed in relationship to PAPCO's earlier plans, the analyses in the Final EIR/EIS (FEIR/EIS) and the FDP conditions, so that the Commission, acting as a Responsible Agency, can make the required findings pursuant to the California Environmental Quality Act (CEQA) prior to its consideration of the project. Parts II-VI of this Exhibit constitute an Addendum, to the final Point Arguello Field EIR/EIS (SCH No. 83110911 and SLC EIR No. 366) pursuant to to 14 Cal. Admin. Code Section 15164.

At its February meeting, the Commission issued a lease to PAPCO and Pt. Arguello National Gas Line Company (PANGL) for offshore oil and gas pipelines from Platform Hermosa in the Pt. Arguello Field to a landfall north of Pt. Conception. These lines connect with onshore pipelines to transport anticipated Federal and potential State production to the Gaviota processing facility.

II. PROJECT COMPONENTS

A. Pipelines

The 10" diameter produced water outfall will be approximately 5,000 feet into the ocean. It will discharge effluent into the ocean at a depth of 95 feet through a 200 foot long diffuser.

The offshore 10" diameter brine discharge line will be 400 feet long and extend to a water depth of 15 feet. The discharge point will be supported above the sea floor by a 5 foot riser.

The two 12" diameter seawater intake lines will extend 550 feet into the sea. The intake points will be supported by concrete structures 7 feet above the mudline in 20 feet of water.

The four pipelines will lie in a common 15 foot-wide trench and parallel each other to their respective distances offshore until they emerge onto the seafloor or tie into the intake/discharge structures.

Initially, the brine was to be discharged through the produced water outfall. However, because of the buoyancy required for dispersal of the effluent at the diffuser, the two lines were separated and the brine line shortened to discharge in the higher energy shallower water area.

All four pipelines will operate under gravity flow. The two intake lines will feed directly into an onshore concrete forebay caisson. The discharge lines will skirt the forebay structure as they come onshore and continue up through the Texaco property to the Gaviota processing facility.

B. Forebay

The onshore forebay will be located near the seaward edge of an alluvial fan below Canada Alcatraz and Canada del Cementerio. The top of the bluff now serves as a parking lot and storage and starging area for the Texaco marine terminal. The forebay structure will consist of a circular concrete caisson, 20'6" in diameter and 38'8" tall. It will extend down to 20 feet below Mean Sea Level (MSL). Only 12 inches of the caisson will extend above finished grade on the Texaco parking/storage area. Seawater will flow into the caisson at 9'8" below MSL. The caisson excavation will be backfilled after it is cast in place and the exposed shoreline bluff fronting it will be protected with armor rock.

III. CONSTRUCTION ACTIVITIES

PAPCO proposes to begin construction in early July, 1986 and end it by December, 1986. If the start of construction is delayed significantly, weather conditions may require that construction begin in the Spring or Summer of 1987. The start of operations of the processing plant would be delayed by as much as 6 months until early 1988, if this were to occur.

A. Pipelines

The pipelines will be laid in the 15 foot-wide common trench to be excavated within a 32 foot wide temporary trestle. The trestle will be constructed progressively from shore out to sea. It will begin approximately 200 feet landward of the shoreline, and extend to 700 feet offshore where it will terminate at -27 feet MLLW. It will be supported by steel pilings 15 feet apart, approximately 20 feet above MSL. The pilings will be widely spaced and inserted from the trestle into 14" holes drilled into bedrock with a down-hole rotary drill. The pilings will be driven into place using a vibratory driver which will require approximately 15 minutes per piling. The vibratory hammer is powered by a muffler-equipped internal combustion engine and is

therefore substantially less noisy and jolty than the slower driving pile hammer. Trestle construction is expected to take 30 days, with five pilings being installed each day.

Once the trestle construction is completed, a sheet piling "skirt" will be installed under it as necessary to prevent sand from filling the trench through the surfzone and nearshore rocky bottom area in water depths of 10 feet or less. Trenching will require rock blasting and excavating using a rock bucket where bedrock is encountered. The trench will extend to a minimum of 7 1/2 feet into the hard rock in order to achieve the design rock backfill over the pipelines. Maximum depth at the shoreline will be -11 feet MLLW.

Blasting is expected to occur once each day for approximately 30 days. Each day's blasting will be in the form of 50 small time-delay charges lasting for a total of several seconds. Excavated rock from the water depths of 6 feet or less will be hauled to the Tajiguas disposal site nearby. The charges will be small enough so as not to damage the trestle or nearby pipelines. The remainder of the trench will be excavated using a clamshell bucket with the materials being sidecast onto the softbottom adjacent to the trench. No rocky outcrops will be covered with excavated material. No excavation will extend seaward of the trestle.

Once the pipelines are placed in the trench, imported rock material will be used to backfill. The pipelines will be kept in place by armor rock spread over them in three layers. The first layer of graded backfill rock will be placed with an elephant trunk and screeded to grade. Intermediate rock layers will be placed using a rock skip. The final layer of armor rock backfill will be carefully placed to ensure that no damage to the pipelines will occur. The installation of the bedding, filler, and armor rock will be controlled and recorded by soundings from the trestle and by the use of divers. Approximately 5,300 cubic yards of armor rock will be delivered to the site from rock suppliers in the Solvang area. This activity will require a total of 220 truck loads, or 9 truckloads per day, 6 days a week, over a four-week period. All armor rock will be at or below bedrock level, including the shore crossing area. This will reduce impacts on longshore sand transport as well as minimize rock maintenance in subsequent years.

The trestle will terminate at -28 feet MSL, approximately 300 feet landward of the documented shoreward extent of Kelp Bed 31. This site is currently being harvested by Kelco under a lease from the State Department of Fish and Game. The desalinization intake and discharge lines will also terminate landward of the kelp bed. The remainder of the outfall line, which will extend seaward through and beyond the kelp bed to a distance of 4,000 feet from shore, will be installed by the pull-barge method. A pull-barge anchored near the seaward terminus of the outfall line will pull the buoyed pipeline from the trestle through the kelp, allowing it to slowly settle into its final position along the designated alignment.

The barge will be anchored in three positions: 1) just seaward of the kelp bed for the initial pull off the trestle; 2) at its seaward terminus; and, 3) above the diffuser which will be lowered onto the seafloor and attached to the pipeline by divers. This activity will be conducted around the clock for approximately 2 weeks in late September and early October and will require night lighting which will be directed from shore. Barge crews will be transported by crewboats whose movement will be confined to the support vessel corridors adopted by the Joint Committee on Santa Barbara Channel Oil Service Vessel Corridor Programs.

Following the testing of the pipelines, the trestle will be completely dismantled by removing all the pilings. Removal of the trestle and lagging will start at its offshore end and progress shoreward. The site will be returned to as close to its pre-existing state as possible. The upland concrete intake caisson structure will extend approximately one foot above the parking lot grade with pumps sitting on top of it.

B. Forebay

The forebay concrete caisson will be cast in place. Therefore, the ground will first be excavated to a depth of approximately 39 feet from the finished grade of the parking/storage area on the Texaco property and will have a cross-section of 32 x 32 feet. The walls will be reinforced with sheet pilings during construction to form a coffer dam.

Water is expected to accumulate within the excavation and will be pumped into two 4,000 gallon temporary Baker tanks to settle sediments and separate any contaminants. Additional water storage for dewatering purposes is available in the marine terminal tanks. Clean water may be discharged at sea in accordance with RWQCB regulations, while any contaminated water will be trucked away for disposal at an approved onshore site, or barged to a refinery for processing. Any accidental upland oil spill which enters the forebay excavation during the construction period will also be contained in this manner.

The forebay location on Texaco's property is constrained by the surrounding infrastructure and marine terminal activities. The forebay is immediately surrounded by Texaco's terminal oil loading lines (which will become vapor recovery lines when the new interim terminal is completed) on the east, and a Chevron gas production pipeline bundle on the west. These come together in a "V" configuration behind the forebay, thus limiting the landward extent of the forebay location. Additionally, its specific location is designed to accommodate the brine and wastewater outfalls which will skirt it, as well as to provide a safe operating distance between it and the surrounding pipelines.

Other water intake/discharge systems considered included:

A. A permanent pier with pumping facilities at the same location. This alternative was discarded by PAPCO primarily because of the physical and visual impacts of a permanent pier.

B. Intaking seawater and discharging effluents at Gaviota Pier. This alternative was also discarded because of the problems associated with the joint use of this and other recreational piers for industrial purposes, and because of the onshore impacts and pumping requirements of pipelines all the way between the pier and processing facility, a distance of approximately 1 mile.

C. The Ranney Method is characterized by a perforated pipe through which seawater is drawn in for desalinization. This method was discarded because of the extent and complexity of offshore pumping equipment required and the associated long-term maintenance problems. This method would require

substantially the same offshore and nearshore trenching and construction activities as the proposed project.

IV. CONSIDERATION OF ALTERNATIVE PIPELINE CONSTRUCTION METHODS

The trestle was selected as the method for pipeline installation after considering:

A. The Anchored (Lay) or Spudded Barge method whereby a crane barge would be anchored adjacent to the trench alignment and used to excavate, lay pipe and backfill. This approach was discarded because of its operating inefficiency in shallow water, such as barge movement which can be dangerous to its working personnel. This method also requires frequent re-anchoring of the barge which is considered environmentally undesirable because of the scars it creates on the sea bottom. In addition, it may result in damage to, and spills from, existing subsea pipelines. Lastly, the barge would have to be moved through, and anchored and re-anchored within the kelp bed. The anchors, anchor wires and attending tug boats would have a particularly adverse environmental effect on Kelp Bed 31 because of the larger canopy area which will have to be disturbed.

B. Jackup Barge which, in addition to having most of the same adverse effects as the anchored or spudded barge, is too large and, therefore, operationally unsuited for this job.

C. Directional Drilling similar to that done north of Pt. Conception for the Hermosa pipeline landfall. This method is infeasible in this instance because: 1) directional drilling cannot be done with the accuracy required to: a) stay within the specific alignment of the four lines adjacent to the Chevron oil pipeline bundle which closely parallels the proposed alignment; b) maintain gravity flow and ease of cleanout; or c) provide proper anchoring with armor rock to avoid exposure to the sea and minimize maintenance in the event of beach erosion; 2) the Monterey formation which forms the bedrock in the area is considered too hard and, therefore, impractical for achieving the accuracy of pipeline alignments required for this project; and 3) the area available at the Texaco terminal for staging directional drilling is insufficient.

D. A Filled Mole, in the form of earth or rock fill from which to excavate, lay pipe and backfill the trench. The damage to seafloor habitat, effects on shore currents and the potential disruption of longshore sand transport make this alternative environmentally unacceptable.

The Trestle Method was selected by all of PAPCO's four prospective construction contractors, largely because of its low risk, high safety and efficiency advantage. Furthermore, it also appears to be the least environmentally damaging of all of the alternatives considered. Specifically, it would:

1. Have virtually no residual offshore environmental effects following its removal (including support and sheet pilings);

2. Straddle the pipelines and pipe trench, and confine construction activities, excluding sidecasting, to within its piled perimeter; and

3. Allow for closely monitored and better controlled construction activities because of its fixed platform configuration.

Since the barge method - Alternative "A" above - was contemplated and analyzed during the preparation of the project EIR/EIS, the following issue-by-issue discussion addresses the differences in impacts and mitigations between the trestle and barge method.

V. ENVIRONMENTAL ISSUE ANALYSIS

A. Marine Biology

Marine biological impacts evident and considered herein are:

1. Disturbance to marine biological resources resulting from trestle construction. As described above, the trestle construction will start onshore and progress seaward from the trestle itself. Widely spaced 14" holes will be drilled into bedrock to accommodate the vibrator hammer-driven steel pilings. This will be the only disturbance to the seafloor. This disturbance will be significantly less than those discussed in the FEIR/EIS considering the numerous anchor scars which would result from the use of a barge and extend

from shore, through the rocky and softbottom areas and Kelp Bed 31, to the end of the water outfall.

2. Disturbance to marine biological resources resulting from trenching and blasting. The fixed nature of the trestle and the sheet piling "skirt" around it in the rocky-bottom area will result in a more accurate and better controlled trenching operation and, concommitantly, a smaller sea bottom area covered by the trench compared to the less stable barge. Because of the need for gravity flow of seawater into the forebay and the need to bury the pipelines to where they would be adequately protected from shoreline erosion by armor rock, the trench would be somewhat deeper than that considered in the FEIR/EIS. This fact will require more blasting and rock removal in the hardbottom area than originally contemplated, as well as more sidecasting of sediment. However, no larger, and probably a smaller seafloor area for the trench will be cut.

When considering the low level of significance and regenerative capacity of the organisms present in the additional softbottom area covered by sidecasting, the additional blasting required in the rocky areas relative to the greater trenching accuracy made possible by working from the trestle, and the greatly enhanced control over the small-charge blasting, it is concluded that no significant additional adverse impacts will result over and above those already considered in the FEIR/EIS

3. Disturbance to marine biological resources resulting from pipe laying. The avoidance of anchor scars beyond of the trestle, especially through Kelp Bed 31, made possible by the pull-barge situated seaward of the kelp bed, provides a significant advantage for the trestle over the barge method. Overall, it appears that the impacts resulting from the "trestle" method of pipeline installation will be significantly lessened compared to the lay-barge impacts considered in the FEIR/EIS.

B. Kelp Bed Disturbance

Kelp Bed 31 extends from approximately 1,000 to 3,200 feet offshore. Construction related disturbances to the bed will be greatly reduced from those originally considered in the FEIR/EIS. The need for a barge to traverse through it has been eliminated and, instead, a barge anchored seaward of it will pull the wastewater pipeline from the trestle through a limited area of the bed.

No kelp cutting will be done before the waste water line is pulled through the bed. Because of the spherical shape of the buoys used to install the pipeline, the kelp fronds are not expected to catch on to the buoys, but rather slide off them. A 50 foot wide corridor will be affected by the pull-barge pipeline installation, in contrast to a strip several times wider which would result from a barge and tug operation. Crews to and from the barge will utilize the established support vessel corridors.

While the pipeline installation impacts on the kelp bed are expected to be substantially reduced for this construction method compared to that considered in the FEIR/EIS, PAPCO will be required to revegetate any kelp damaged by their construction activities pursuant to special condition #, of California Coastal Commission permit E-85-12 (April 9, 1985).

C. Water Quality

Localized temporary turbidity will result from trenching and backfill activities in the hard and softbottom areas and also from the drilling activities for the trestle pilings. However, these will be short-lived and without residual effects. In addition, turbidity will be less extensive and better controlled with the fixed trestle than with the floating barge.

Thus, the water quality impacts considered in the FEIR/EIS could be lessened somewhat by the use of the trestle method.

D. Visual Impact

Visual impacts considered are:

1. Appearance of trestle. During the 5-6 month construction period, the trestle will have the

appearance of a commercial industrial pier and, from the surrounding public areas, not substantially different from a recreational pier such as at Gaviota. As such, it may be considered to be more visually obtrusive than a lay barge. The trestle will not, however, be visible from Highway 101. It will be visible for several seconds from passing trains, as well as from several points at Gaviota State Beach. However, because of its physical scale and temporary nature, these visual impacts are not considered to be significant.

2. Night Lighting. Night lighting will be installed on the pier. This lighting will consist of: a) security and navigational safety lighting; and, b) construction lighting which is to be utilized during the two-week period in which the outfall line will be pulled by the pull-barge from the trestle. This lighting will be directed away from the shoreline to avoid glare at Gaviota State Park and from Highway 101, as well as to also accelerate the completion of construction so that the temporary trestle can be removed.

   For these reasons and because of: 1) the distance of the trestle from the overnight camping area at Gaviota State Park and the absence of residential or other development which could be directly adversely affected by such lighting; and, 2) the fact that the lighting will be directed seaward rather than onshore or down or up the coast, effects of the proposed interim night lighting are considered to be insignificant. Such impacts will be further reduced if this phase of the construction could occur while the days are longer.

3. Onshore Forebay Structure. Approximately one foot of the forebay structure, and the pumps sitting on top of it, will be visible on the shoreline after construction is completed. The forebay will be located on the Texaco marine terminal property in an area already heavily committed to industrial use.

   Accordingly, the visual impacts of the completed forebay structure and associated equipment are not considered significant.

E. Noise Impacts

Construction noise impacts considered include:

- o Five 10-hour days of vibratory hammer sheet pile driving.
- o Fifteen minutes per pile or 75 minutes per day of vibratory hammer steel pile driving for 30 days.
- o Detonation of one blast per day for 30 days. Noise from the drill-and-shoot method and the directionally drilled charges directed into the rock, will be considerably less than the noise generated by the conventional pile driver.
- o Pipeline preparation and laying-related noise, including crane operation.

All of these noise impacts will be temporary. The noise impact listed for crane use is not substantially different from that associated with use of a crane on a lay barge.

County FDP Conditions K-9 and K-10 impose maximum noise levels and establish an ongoing monitoring program of project-related activities. PAPCO is required to comply with the terms of such conditions. Accordingly, PAPCO will not exceed maximum permitted noise levels already specified for its operation. Thus, noise impacts associated with the proposed methodology will be no greater than those already discussed and mitigated.

F. Commercial Fishing and Vessel Traffic Conflicts

During construction, vessel operators will be notified by the Coast Guard's Notice to Mariners of the existence of the trestle and the timing of the pull-barge operations. At night, the operations will be lighted for safety. The three desalinization pipelines will terminate in 15 feet and 20 feet of water where, according to the State Department of Fish and Game (DFG), there is trap fishing for lobster and crab, but not trawl fishing. Upon completion of construction, PAPCO will mark the subsea structures at the terminal points of these subsea pipelines so that fishermen may avoid them. Thus there will be insignificant impacts to the area's commercial fishermen. The outfall diffuser will be located shoreward of and

not conflict with, trawlers which, according to DFG, operate no closer then one mile from shore. It will also be in sufficiently deep water, beyond the kelp bed and away from the marine terminal, to avoid conflict with tanker traffic entering the interim terminal area at Gaviota.

G. Armor Rock Delivery

As detailed above, approximately 5,300 cubic yards of armor rock will be delivered to the site, which will require 220 truck loads over a 4-week period. The rock will be trucked in from the Solvang area. This short-term activity is not substantial when added to all other truck traffic on Highway 101, and to the truck traffic and heavy equipment movement generated by the ongoing processing facility construction on the north side of Highway 101 directly across from the Texaco marine terminal.

The impacts generated by the delivery of armor rock to the site are, in the main, considered to be relatively small, temporary and therefore insignificant.

H. Public Beach Access

Lateral access along the rocky beach area will be temporarily impaired during the construction period, regardless of the construction method. Access along the beach will have to be restricted to the extent necessary to protect the public from potential construction hazards. Disruption of access may be for a longer period with a trestle. However, such disruption must be viewed in balance with the environmental advantages it offers.

The temporary impairment of public beach access during construction was known and evaluated in the project FEIR/EIS. It was determined to be environmentally insignificant for the previously proposed operations and/or is similarly considered insignificant for the construction and installation method now being proposed.

I. Coordination of Construction Activity with that of the Gaviota Transportation Company's Interim Marine Terminal

In an effort to lessen and shorten overall construction impacts to the area, PAPCO is coordinating its construction efforts with those of

the Gaviota Transportation Company. For example, Texaco will shut down its offshore pipeline operations during the blasting and pull-barge anchoring periods. However, the two construction activities must be pursued independently since the alignment of the processing facility pipelines are different from that of the marine terminal loading line.

J. Seawater Contamination During Forebay Construction

The volume of water expected to accumulate and be removed from the forebay during construction is 5,000 bbl. Because of the expectation that a 7 foot deep layer of oil-contaminated soil will be encountered during forebay excavation, such water will be pumped into Baker tanks for storage and settling in preparation for ocean disposal as permitted by the Regional Water Quality Control Board or for transport to approved disposal sites either by vacuum truck or by marine vessel. The County Health Department is reviewing and will have final approval of PAPCO's proposed method for the removal of contaminated soils.

Any oil spill which may occur at the Texaco marine terminal and drain into the excavated pit will be handled together with, and in the same manner as, the groundwater accumulated in the pit. Any contaminated water which exceeds the capacity of the Baker tanks will be pumped to the 45,000 bbl and/or 30,000 bbl marine terminal tanks for storage and settling.

Therefore, we have concluded that the environmental impacts of the potential contamination of seawater which could result from the ocean disposal of polluted water from the forebay during forebay construction is insignificant.

K. Impacts on Shorebirds

The onshore proposed construction area is already heavily committed to industrial activity, including significant vehicular and worker-related pedestrian traffic. The offshore area occupied by construction will be limited to the narrow trestle and trestle-to-pull-barge corridor.

The Summer and Fall construction activity, including the August blasting period, is not expected to occur in onshore or offshore migratory bird habitats.

The limited blasting noise, one blast per day for each of 30 days, and crane and other heavy equipment noise is not expected to be significant or substantially different from that analyzed in the EIR/EIS.

Accordingly, impacts to onshore birds resulting from the proposed construction method are not regarded as significant or significantly different from those previously considered.

VI. CONCLUSION

In conclusion, the trestle method for the proposed pipeline construction appears to be environmentally preferrable to employing a lay barge as initially contemplated and analyzed in the FEIR/EIS and does not raise any new significant adverse environmental issues. The proposed forebay design and construction appears to be the least environmentally damaging of the alternatives considered by PAPCO for intaking seawater for purposes of desalinization in compliance with the County's condition of the approval of the Gaviota consolidated oil and gas processing facility.

VII. CEQA FINDINGS

The significant environmental impact findings of PAPCO's proposed four subsea pipelines at the Gaviota PAPCO/PANGL consolidated oil and gas processing facility, are discussed below. These impacts were identified in the: "Point Arguello Field and Gaviota Processing Facility Area Study and Chevron/Texaco Development Plans EIR/EIS" certified by the County of Santa Barbara, acting as CEQA Lead Agency, on October 25, 1984.

The findings, mitigations and supporting facts presented below, rely substantially on this document and on information provided in the EIR Addendum which analyzes the potential impact of project revisions made since October 24, 1984.

As a Responsible Agency, the Commission is authorized to require changes in, or mitigation to, the project designed to lessen or avoid the environmental effects of that part of the project which it must approve (Sections 15041(b) and 15096(g) & (h), Title 14, California Administrative Code).

Pursuant to Section 15091(a), the State Lands Commission, acting as a Responsible Agency subject to CEQA, finds that for each significant environmental effect:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR/EIS and the Addendum to the EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

The Commission's findings regarding the project, project revisions, significant impacts and proposed mitigations recommended for adoption by the Commission, are presented in four sections, as follows:

A. FEIR/EIS Addendum Finding
B. Construction Impacts
C. Impacts of Ongoing Operations
D. Cumulative Impacts

A. FEIR/EIS ADDENDUM FINDING

The Commission, a Responsible Agency in the preparation of the "Pt. Arguello Field and Gaviota Processing Facility Area Study and Chevron/Texaco Development Plans EIR/EIS," has considered the changes in project design and construction methods proposed by PAPCO for its produced water and desalinization intake and discharge facilities. The Commission has prepared an Addendum to the FEIR/EIS, consisting of parts II-V of this Exhibit. Accordingly, the Commission finds that:

1. The trestle construction method of the offshore wastewater outfall and desalinization pipelines serving the Gaviota processing facility does not require important revisions to the certified project FEIR/EIS because there remain no significant environmental impacts associated with it which were not previously considered in the FEIR/EIS;

2. No substantial changes have occurred since the time the FEIR/EIS was certified and in the circumstances under which the project is now being undertaken;

3. No new information has become available which: identifies new significant effects of the project; increases the level of severity of significant effects previously examined; render alternatives previously found to be infeasible to now be feasible and environmentally preferrable; or suggests that

new mitigation measures or alternatives which would substantially lessen one or more of the projects significant effects on the environment should be considered.

4. No important new issues about the significant effects on the environment are raised by the trestle method. Only minor technical changes or additions as discussed above are necessary to make the FEIR/EIS under consideration adequate under CEQA and its Guidelines in order for the Commission to consider and approve the proposed lease.

B. CONSTRUCTION IMPACTS

The potentially significant construction impacts of the proposed project will be principally localized and temporary.

1. Marine Water Resources

IMPACT: Resuspension of oil-containing sediments (near seeps) likely during subsea trenching and pipelaying. Impacts equivalent to small oil spill or natural seep activity (oil slicks, dissolution of organics, depletion of dissolved oxygen, etc.)

MITIGATION: Based on a visual survey, PAPCO has routed the pipeline so as to avoid natural seeps. No additional mitigations are required.

FINDING: The pre-construction survey conducted by PAPCO will result in the avoidance of seep areas. Final pipeline routing, based on survey results, constitute changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effect as identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibilty and jurisdiction of the California Coastal Commission (CCC). Such changes have been or will be adopted by the CCC in its issuance of a Coastal Development permit for the project.

FACTS SUPPORTING FINDINGS:

A visual survey of the pipeline route has been conducted by PAPCO. As a result of this survey, the delineation of the pipeline route completely avoids any seep areas in State waters.

The release of oil from disturbed sediments around natural oil seeps could have impacts equivalent to a small oil spill or natural seep activity, ranging from a few gallons to several tens of barrels. Such impacts may be in the form of oil slicks, dissolution of toxic organics, or the depletion of dissolved oxygen. These releases can be mitigated in two ways: (1) avoidance of seep areas during trenching; and (2) rapid deployment of oil spill containment and cleanup equipment where such releases result in surface slicks. Although no seeps are known to exist in the area, such equipment will be available for deployment, if necessary, from Clean Seas Inc.'s capabilities in the area in accordance with the "Oil Spill Emergency and Contingency Plan: Pt. Arguello Area" (June, 1985) and future updates thereto.

2. Marine Biology

a) IMPACT: Loss of hardbottom benthos due to construction vessel anchoring.

MITIGATION: 1. Following the designation of construction anchorages for the pull-barge, PAPCO shall submit, for staff approval, an anchoring plan which avoids hardbottom areas where possible, including appropriate restrictions of vessel activities and consolidated mooring.

No mitigations are necessary for the nearshore area in view of the trestle rather than barge construction method.

FINDING: The substitution of the trestle method for pipeline construction and staff review and approval of an anchoring plan for the pull-barge, which avoids hardbottom areas where possible, eliminate the need to operate a barge in the nearshore hardbottom area and avoid the anchor scars which would result from its use. The only damage to these hardbottom benthos will be in the form of loss of an area equal to the 14" holes drilled from the trestle for its supporting pilings. These constitute changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effect as identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibilty and jurisdiction of the California Coastal Commission (CCC). Such

changes have been or will be adopted by the CCC in its issuance of a Coastal Development permit for the project.

FACTS SUPPORTING FINDINGS:

As discussed in Sections III.A. and IV.A. of this Exhibit, the "trestle" construction method will eliminate the loss of hardbottom benthos which would have resulted from barge operations nearshore. Installation impacts resulting from anchoring the pull-barge would be locally significant.

PAPCO has committed to submit to staff an anchoring plan which avoids hardbottom features prior to the start of construction. However, where they may exist along the pipelines route, their physical extent and the nature of vessel anchoring procedures at sea may make complete avoidance infeasible. Any resulting losses from the infrequent inability to completely avoid hardbottom areas are expected to be minor and insignificant. In addition, the pipeline, where it lies on the ocean floor, will allow the formation of permanent new hard substrate which should compensate for such minor losses of natural habitat.

b) IMPACT: Disturbance of seabird and/or benthic, intertidal and fish communities due to nearshore pipeline construction.

MITIGATION: Blasting required for trenching for the pipelines in the nearshore area shall be limited to small charges as detailed in Section III.A. of this Exhibit, and confined to the narrow corridor within the trestle footprint.

FINDING: Construction of the trestle, employing the methods proposed by PAPCO, will limit trenching-associated blasting to charges too small to damage the trestle itself, minimize noise levels resulting from pile installation because of the use of the vibratory hammer, and reduce the disturbance to the sea bottom by having a fixed and stable structure from which to perform most of the installation activities.

The above constitutes changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effects identified in the FEIR/EIS.

In addition, such changes or alterations are with the responsibility and jurisdiction of the State Department of Fish and Game (DFG). Such changes may be required and will be adopted in the DFG's blasting permit, which PAPCO is in the process of obtaining.

FACTS SUPPORTING FINDING:

PAPCO proposes to construct the pipelines starting in the Summer of 1986. This schedule will avoid conflicts with the migratory bird season, especially since blasting will occur in late Summer.

Trenching for the pipelines through the nearshore intertidal zone could have significant impacts on seabirds, especially since blasting through bedrock is necessary. Blasting impacts in the nearshore zone will be minimized and reduced to a level of insignificance, since PAPCO proposes to use the smallest possible multiple charges, rather than a few large ones, and limit the blast duration to one period of a few seconds each day.

c) IMPACT: Damage to Kelp Bed 31 due to outfall construction.

MITIGATION: PAPCO shall adhere to the California Coastal Commission's condition and monitor and revegetate any losses to the kelp bed resulting from outfall installation activities such as pulling the pipeline from the trestle through the kelp bed.

FINDING: The substitution of the pull-barge for the lay-barge to pull the outfall pipeline from the trestle in order avoiding barge movement in or near the kelp bed, and the requirement that any kelp damage be restored, constitute changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effects identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibilty and jurisdiction of the California Coastal Commission (CCC). Such changes have been or will be adopted by the CCC in its issuance of a Coastal Development permit for the project.

FACTS SUPPORTING FINDING:

By instituting the "trestle" construction method, PAPCO has eliminated the need to operate a lay barge through Kelp Bed 31 during construction. As detailed in Section III.A. of this Exhibit, the outfall pipeline will be pulled through the bed, buoyed along the designated alignment and then set in place in a controlled manner. Because the pull-barge will not operate within or near the kelp bed itself and because the pipeline buoys will be spherical so that the kelp fronds will not snag on them, damage to the bed is expected to be minimal. In the event that damage does occur, PAPCO concurs with the mitigation required above as a condition of their lease.

d) IMPACT: Damage or disruption of nearshore kelp bed biota due to runoff discharges of suspended sediment from dry season storms during construction at Gaviota.

MITIGATION: No mitigation beyond the County's FDP are necessary.

FINDING: County grading requirements included as a part of project approval, constitute changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effects identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibilty and jurisdiction of the California Coastal Commission (CCC). Such changes have been or will be adopted by the CCC in its issuance of a Coastal Development permit for the project.

FACTS SUPPORTING FINDING:

County approval of the project includes the establishment of sedimentation basins required by condition F-3 of the FDP. In addition, PAPCO is monitoring sediment loads in the streambeds through Canada Alcatraz and Canada del Cementerio. Since most of the grading of the processing facility site has been completed, Chevron reports little or no increase in sediment load in the streambeds. Accordingly, to date, no significant impacts have occurred. At this point, it appears that significant offshore impacts from sediment transport originating from the construction site should occur.

In the event that sediment does reach the ocean, it should not extend beyond the nearshore edge of Kelp Bed 31, which is almost 1,000 feet offshore. Resulting suspended solids concentrations could be high enough to cause decreased

feeding efficiency and clogging of gills in plankton and nekton, respectively. Any such impacts, or impacts resulting from increased turbidity in the kelp bed are likely to be localized and short-lived.

3. Commercial Fishing

a) IMPACT: Pre-emption of lobster and/or crab set gear fishery if pipeline construction occurs in Fall or Winter.

MITIGATION: 1. Local fishermen shall be notified by PAPCO, in accordance with the notification requirements specified for the Commission's Geophysical Survey Permits. (See "General Permit to Conduct Geophysical Surveys," "Permit Regions" map and "Notification Procedures," Exhibits "A" and "B" of that permit, respectively.)

FINDING: The use of a fixed trestle for pipeline construction reduces and controls the area temporarily pre-empted from lobster and/or crab set gear from several hundred feet to essentially the trestle footprint. In addition, the establishment of the notification procedures to local fishermen and PAPCO's commitment to a post-construction survey and subsequent removal of retrievable construction debris, constitute changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effect as identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibilty and jurisdiction of the California Coastal Commission (CCC). Such changes have been or will be adopted by the CCC in its issuance of a Coastal Development permit for the project.

FACTS SUPPORTING FINDING:

The use of a fixed trestle avoids barge and tug movement in the area utilized by commercial fishermen for lobster and/or crab set-gear. It also confines construction activity to a narrow and well controlled corridor, essentially within the trestle footprint. Such impacts could pre-empt fishing within and across the pipeline corridor for a limited period and is, therefore, not considered to be significant.

As has been the Commission's experience with other permits for projects affecting fishing in the offshore area, advance notification to local fishermen effectively minimizes conflicts with local fishing activities. The procedure established for Geologic and Geophysical permits is suitable for this purpose.

Also, PAPCO has committed to conduct a post-construction survey and remove any retrievable construction-related debris from the ocean floor. This would avoid damage to fishermen's gear following construction.

C. IMPACTS OF ONGOING OPERATIONS

The potentially significant adverse impacts which would result from normal operations of the proposed project on State lands would be from ocean discharges of produced water and brine. Produced water constitutes 98% of the total volume of ocean discharge from the processing plant. These discharges were specifically designed to comply with the California Ocean Plan and meet Regional Water Quality Control Board (RWQCB) requirements. A National Pollution Discharge Elimination System (NPDES) Permit #CA0049018 was issued to PAPCO for the produced water outfall on September 6, 1985. It contains strict standards for the contents of the produced water effluents and for the quality of the receiving water. It also contains specific prohibitions of certain discharges such as untreated water and wastewaters containing chlorinated organic compounds or radioactivity, and discharge limitations dissolved sulphide concentrations in and near sediments, over those present under natural condition. The permit sets forth RWQCB "Monitoring and Reporting Program 85-109," designed to ensure PAPCO's compliance with water quality standards.

Since water desalinization discharges will consist of once-through desalinization brines which carry no pollutants, the only potential environmental concerns are elevated temperature and salinity. The certified EIR/EIS found neither of these to be potentially significant. In any event, the RWQCB, through the NPDES permit process, will ensure that the discharge will not adversely affect the receiving water. PAPCO will obtain the necessary discharge permit prior to the commencement of plant operation.

1. Marine Water Resources

a) IMPACT: Depletion of dissolved oxygen near discharge points due to oxygen (O_2) demand of formation water and sulfur dioxide (SO_2) in scrubber water.

MITIGATION: No additional mitigations beyond those contained in the NPDES permit issued for the produced water outfall are required.

FINDING: Meeting the monitoring and ocean discharge requirements of the NPDES permit constitutes changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effects identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibility and jurisdiction of the California Regional Water Quality Control Board (RWQCB). Such changes have been adopted by the Board in its issuance of the NPDES permit for the project.

FACTS SUPPORTING FINDING:

Dissolved oxygen in the water areas near the Gaviota processing facility generally decreases with increasing depth. Thus, the discharge of oxygen-demanding wastewaters at the water depths proposed may lead to significant local impacts. Produced water discharges at Gaviota may have high Biological and Chemical Oxygen Demand (BOD and COD, respectively), including, in particular, the COD of the sulfide component of the SO_2 scrubber wastewaters. The combined effect can have significant effects on the oxygen content of the receiving water. However, given sufficient initial dilution ratios, such impacts can be mitigated. Aeration or scrubbing of the SO_2 scrubber water, activated sludge, other biological treatment, or reinjection of produced and water scrubber water can also mitigate these impacts.

PAPCO proposes to discharge all waste waters into the ocean. In the event that the monitoring program required by the NPDES permit reveals that water quality standards are not being met, PAPCO intends to keep the formation and scrubber wastewaters separate and reinject the scrubber wastes into abandoned gas wells onshore just east of Texaco's marine terminal property at Gaviota. If that is infeasible, other alternatives will be considered so that NPDES discharge and receiving water requirements are met.

b) IMPACT: Ocean discharge of potential toxic inorganic chemicals such as ammonia and sulfides with formation water and gas treatment waste water. Possible in-site formation of chloramines.

MITIGATION: No mitigation beyond the requirements of the NPDES permit issued for produced water discharges is necessary.

FINDING: Meeting conditions of the NPDES permit for produced water discharge constitute changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effects identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibility and jurisdiction of the California Regional Water Quality Control Board (RWQCB). Such changes have been adopted by the Board in its issuance of the NPDES permit for the project.

FACTS SUPPORTING FINDING:

Inorganics such as ammonia, hydrogen sulfide and chlorine residual may produce locally significant but mitigable environmental effects on marine water quality. Toxic chloramines may be formed if chlorine is used in waste treatment.

Since PAPCO is not proposing to use chlorine, no chloramine formation will occur. Also, because of the 200:1 dilution ratio at the diffuser, neither ammonia nor sulfide NPDES discharge standards are expected to be exceeded. In the event that the required monitoring shows exceedance of these standards, PAPCO will consider alternatives to meeting them, including reinjection of produced water, outfall redesign, or treatment method modifications, in order to comply with its NPDES permit.

2. Marine Biology

a) IMPACT: Damage to nekton and benthos due to oxygen depletion and, potentially, ammonia from the Gaviota produced water discharge.

MITIGATION: No additional mitigations beyond the requirements of the NPDES permit issued for the produced water discharges are necessary.

FINDING: Meeting the monitoring and ocean discharge requirements of the NPDES permit constitutes changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effects identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibility and jurisdiction of the California Regional Water Quality Control

Board (RWQCB). Such changes have been adopted by the Board in its issuance of the NPDES permit for the project.

FACTS SUPPORTING FINDING:

In addition to the discussion of the facts supporting the Marine Water Quality findings, it should be noted that sufficiently low oxygen levels in the produced water discharges could produce significant sublethal and/or lethal stresses on organisms unable to leave the immediate area surrounding the discharge, and the loss or significant reduction of use of the area by mobile organisms such as finfish, lobster and crab.

In accordance with the NPDES permit, PAPCO is required to monitor the produced water discharges and make the necessary modifications in it, such as those discussed under Marine Water Quality Impact (a) above. This requirement will reduce any potential impacts to nekton and benthos to a level of insignificance.

b) IMPACT: Reduction of lobster and/or crab resource off Gaviota due to O_2 depletion and potential ammonia from outfall discharge.

MITIGATION: No mitigations beyond NPDES requirements are necessary.

FINDING: Meeting conditions of the NPDES permit for produced water discharges constitutes changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effects identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibility and jurisdiction of the California Regional Water Quality Control Board (RWQCB). Such changes have been adopted by the Board in its issuance of the NPDES permit for the project.

FACTS SUPPORTING FINDING:

In addition to the discussion of facts supporting Marine Water Quality Finding (b) above, it should be noted that produced water outfall will be located well seaward of the shallow crab and lobster fisheries area. Regardless, the NPDES permit discharge requirements will ensure that this potential adverse environmental impact is mitigated to a level of insignificant.

c) IMPACT: Damage to seabirds and nearshore biota from unlikely catastrophic wet-oil reject spill at Gaviota.

MITIGATION:

1. Containment and cleanup equipment shall be provided for deployment in accordance with Chevron's approved "Oil Spill and Emergency Contingency Plan: Pt. Arguello Area" (June, 1985), including future amendments thereto.

2. A fair and equitable insurance policy, and a claims and arbitration procedure such as that established by the Commission for resumption of drilling approvals, shall be required to compensate for damages caused by spills and other activities of PAPCO.

FINDING: Processing facility site design for impounding spilled oil at the processing facility, the availability of ocean oil spill cleanup equipment and the required insurance policy requirement of PAPCO constitute changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effects identified in the FEIR/EIS.

In addition, such changes or alterations are within the responsibilty and jurisdiction of the California Coastal Commission (CCC). Such changes have been or will be adopted by the CCC in its issuance of a Coastal Development permit for the project.

FACTS SUPPORTING FINDING:

PAPCO has graded the three plant pads to drain away from Canada Alcatraz and Canada del Cementerio. In the event of a catastrophic oil spill, drainage from the oil storage tanks or from oil in pipelines entering the plant will be into large impound areas provided on each tier.

In the event that such a spill occurs enters either Canada during such time of year when there is water flowing through them in sufficient quantities to carry the oil to the ocean, Clean Seas will be mobilized to respond in accordance with the "Oil Spill and Emergency Contingency Plan: Pt. Arguello Area" (June, 1985) and the Clean Seas Cleanup Manual.

D. CUMULATIVE IMPACTS

1. Marine Biology

a) IMPACT: Damage to Kelp Bed 31 due to combined construction and operation of marine terminal and supply and crew base at Gaviota.

MITIGATION: None required.

FINDING: The location of the existing and proposed interim marine terminal moorings seaward of the kelp bed and the deletion of the use of Gaviota as a crew and supply base, constitute changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effect as identified in the FEIR/EIS.

FACTS SUPPORTING FINDING:

Chevron's earlier plans for a crew and supply base for Pt. Arguello Field platforms have changed. Supplies will come from Port Hueneme and crews from Carpinteria. Also, the proposed marine terminal moorings will be located well seaward of the Kelp Bed 31. Therefore, the cumulative impacts discussed in the FEIR/EIS are no longer present.

2. Commercial Fishing

a) IMPACT: Interference with set-gear and kelp harvesting activities by vessel traffic from full-scale Gaviota marine terminal and supply base.

MITIGATION: None required.

FINDING: The location of the existing and proposed interim marine terminal moorings seaward of the kelp bed and the deletion of the use of Gaviota as a crew and supply base, constitute changes or alterations required in, or incorporated into the project, which avoid or substantially lessen the environmental effect as identified in the FEIR/EIS.

FACTS SUPPORTING FINDING:

Chevron's earlier plans for a crew and supply base for Pt. Arguello Field platforms have changed. Supplies will come from Port Hueneme and crews from Carpinteria. Also, the proposed marine terminal moorings will be located well seaward of the Kelp Bed 31. Therefore, the cumulative impacts discussed in the FEIR/EIS are no longer present.