

Appendix I

Draft EIR Comments and Responses

Appendix I – Draft EIR Comments and Responses

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D Allen	
DA-1	The comment discusses the impacts of the Full Removal Alternative; however, no well-capping activities or cleanup of oil seeps are proposed south of the railroad tracks as stated in the comment. While the Project as proposed would result in some disturbances as described in the EIR, those impacts are considered temporary. Impacts to seals are analyzed in Section 4.3, Biological Resources and the impacts are found to be temporary and less than significant with mitigation. Project decommissioning activities, including excavation, removal of cement armaments, removal of rip rap, cutting of the pipe into sections and pulling of pipe sections offshore, have the potential to cause a significant disturbance to harbor seals if they are hauled-out on the beach during Project activities. Although no injury or mortality is expected to occur, even Project-related foot traffic on the beach may cause hauled-out harbor seals to startle and flush into the water, which could qualify as a Level B harassment as defined by NOAA Fisheries (disrupting behavioral patterns). Beach/bluff and Surf Zone construction noise, related to operating heavy equipment, concrete demolition and ground disturbance has the potential to temporarily increase noise levels adjacent to the harbor seal rookery. Robust mitigation has been included in the EIR to assure that impacts to seals will be adequately mitigated. Mitigation Measure Bio.1g, Harbor Seal Rookery Monitoring and Protection, provides a number of protections for the seals during construction activities including limiting the work to daytime hours, minimizing work zones, visual screens, sensitivity training, reduction of personnel on the beach, and the inclusion of monitors, among others. As stated in the Project Description, surf zone pipeline removal operations would be scheduled to avoid the most sensitive periods (December 1 through May 31) when the haul-out area is in use by harbor seals.
DA-2	Existing light conditions are part of the baseline and part of ongoing operations at the pier and are therefore not impacts of the Project required to be analyzed in the EIR. The Project as proposed would only include short-term lighting during critical work activities. During those critical times, mitigation will be put in place to use low intensity lighting and light shielding as described in mitigation Measure A.4, Beach/Nearshore Night-Lighting Minimization.
DA-3	No removal or capping of old wells is proposed as part of the Project. The Full Removal Alternative discusses potential plugging and abandonment of wells, all of which are located north of the railroad tracks. Temporary stockpiling of soils, parking, and storage of construction equipment at the Project Site would potentially be visible during the three-year Project duration. Impacts are analyzed in Section 4.1, Aesthetics in the EIR. Impacts to seals are analyzed in Section 4.3 of the EIR and seal impacts are discussed in response to comment DA-1 above. These features would be partially screened by the windrow trees or other vegetation but may be potentially seen by the public from certain viewpoints on a temporary basis as described under Impact A.1 in the Aesthetics Section of the EIR. Where appropriate, construction fencing would be in place during decommissioning efforts. Fencing requirements are described under Mitigation Measure Bio.1d. Additionally, these impacts would be temporary in nature and thus the aesthetic impacts would be less than significant.
DA-4	The comment appears to be a statement of access through Dump Road through the years and not specific to the DEIR. As indicated in this comment, Dump Road has been periodically used by the public for access to the coast and the Carpinteria Bluffs Trail. The Project may involve temporary closures of Dump Road for public safety reasons. Therefore, there may be a small impact on the public's ability to access the coast using Dump Road. However, street closures associated with the Project would be temporary and therefore would not constitute a significant impact. As noted in Section 4.13.6 of the DEIR, the Project would not change any access or use of Tar Pits Park or the Carpinteria Bluffs Trail; however, Project activities have the potential for a short-term interruption in trail use for safety reasons. However, the interruption in trail use would be short-term and temporary and would not result in significant adverse impacts related to recreation.
DA-5	The comment appears to be related to existing signs and baseline conditions on Dump Road, and not related to the DEIR or the Project.
DA-6	No active long-term closure of Dump Road is envisioned in the proposed Project and an assumption that the Project could result in the future closure of Dump Road is speculative. However, transportation of materials and Project activities along Dump Road may result in safety concerns that may warrant limiting access along the roadway temporarily. No recreational impact is envisioned as a result. Please see response to DA-4 above.
DA-7	The EIR contains mitigation to ensure that impacts to seals are adequately mitigated. Mitigation Measure Bio.1g, Harbor Seal Rookery Monitoring and Protection, provides a number of protections for the seals during construction

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	activities including limiting the work to daytime hours, minimizing work zones, visual screens, sensitivity training, reduction of personnel on the beach, and the inclusion of monitors, among others. Please see response to comment DA-1 above. Pipeline removal is scheduled to ensure minimal impacts to the seal rookery. The total period of time for all offshore pipeline removal will not exceed a two-month period as detailed in the DEIR Project Description.
DA-8	Lighting on the beach would only occur rarely and only if warranted during critical work activities depending on tidal and weather conditions. As stated in Mitigation Measure Bio-1g Harbor Seal Rookery Monitoring and Protection, Project activities shall be scheduled during low tide windows and limited to daylight hours only to maximize visibility and ensure safety during repair work.
DA-9	As discussed in the DEIR, Project decommissioning activities, including excavation, removal of cement armaments, removal of rip rap, cutting of the pipe into sections and pulling of pipe sections offshore, have the potential to cause a significant disturbance to harbor seals if they are on the beach during Project activities. As mentioned in response to DA-8 above, disturbance would be limited to daytime hours unless necessary during critical work activities. Those activities, if needed, would be of short duration and mitigation measures have been included to ensure maximum protection to the harbor seals as part of Mitigation Measure Bio.1g, Harbor Seal Rookery Monitoring and Protection.
DA-10	Additional surveys were not deemed necessary prior to the work. The mitigation measures are designed to be protective of the seals regardless of the levels of seal population present at the Site. Impacts have been deemed temporary and less than significant with mitigation regardless of the numbers of seals on the beach. In addition, as part of Mitigation Measure Bio.1g, Harbor Seal Rookery Monitoring and Protection, under numeral 7, requires that the Monitor count and record the number and species of all marine mammals that are within the Project area (within visual range along the beach) and take photographs of the Project Site and access route. At regular intervals during the day, the monitor shall record the number and location of harbor seals and document the decommissioning activities.
DA-11	Requiring a camera to observe seal activity as a mitigation measure is not contemplated in the DEIR. Impacts that might occur to the seals would occur during times when decommissioning activities will be occurring and when monitors will be present. There is no nexus for monitoring the seals activities during times when work activities are not occurring.
DA-12	As mentioned previously, the Project Description contains a construction schedule indicating the times when decommissioning activities will occur at the Project Site. Mitigation measures are included in the FEIR to ensure that any temporary impacts to the seal rookery are minimized.
Susan Allen	
SA-1	The Full Removal Alternative is included in the EIR for full disclosure and consideration by decision makers. The Full Removal Alternative was found to be infeasible after further review and analysis, and a new alternative that maximizes feasible removal operations is included in the EIR and selected as the ESA. (Please see Section 5.0, Environmental Analysis and Comparison of Alternatives in the EIR). However, the only activities proposed south of the railroad tracks under this alternative would be the removal of the pipeline bundles from the previously decommissioned platforms Hilda and Hazel. That pipeline bundle is located farther away from the seal rookery and impacts similar to those that would occur under the removal of the marketing terminal pipelines are expected to occur. Measures have been included to ensure maximum protection to the harbor seals as part of Mitigation Measure Bio.1g, Harbor Seal Rookery Monitoring and Protection. Also, please see the response to DA-1 above.
SA-2	The wells are not slated for removal by Chevron at this time and thus removal is not a component of the Project. Wells plugging and abandonment and their impacts are discussed in the context of the Full Removal Alternative. In addition, CalGEM provided a comment letter stating that there are no legal requirements compelling the Applicant to plug and abandon those wells at this time. It should be noted that the wells are antiquated and considered dry holes and have never produced oil or gas according to the CalGEM records. In the event someone wants to develop the Site in the future, that developer would be required to plug and abandon the wells if their development activities are likely to interfere with the well head locations. Finally, some of the wells might be considered by CalGEM as part of their orphan well abandonment program and be properly plugged under that program in the future.

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SA-3	Substantial soil testing has occurred throughout the Site and Chevron is continuing to work with the EPA and the Santa Barbara County Environmental Health Services to finalize a Remedial Action Plan that will address any remaining contaminants at the Project Site. Impacts are discussed under Section 4.7, Hazardous Materials and Risk of Upset. Specific mention is made under the discussion for Impact Haz.4.
SA-4	The Pitas Point Odorant Station is not part of Chevron's facilities and is owned by SoCalGas. The City is engaged with SoCalGas in a separate process to ensure that those facilities are properly decommissioned in the future.
SA-5	Please see responses to SA-1 and SA-2 above. The City has been working with Chevron to ensure that the Hilda/Hazel pipeline bundle is removed as part of the efforts undertaken by this Project. The Final EIR under Section 5.0 Environmental Analysis and Comparison of Alternatives contains a new alternative that analyzes the impacts associated with removal of Hilda/Hazel pipeline bundle. This new alternative was found to be the Environmentally Superior Alternative.
SA-6	The Pier Parking Lot area will be revegetated in accordance with Mitigation Measure Bio.1b, Habitat Restoration/Revegetation Plan.
SA-7	There are no expected impacts on recreational users from Project activities related to concrete or contaminated material removal. It is possible that access through Dump Road might be limited for safety reasons at certain times depending on Project activities. See responses above under DA-4 and DA-6.
SA-8	The EIR preparers have informed Chevron of the comment; however, work on the path to the Seal overlook was not included as part of the proposed Project.
SA-9	Surface facilities demolition and soil remediation are slated to occur at the Marketing Terminal as required by agencies and as part of the overall decommissioning Project as discussed in Section 2.0, Project Description. Mitigation measures have been put in place to reduce any temporary impacts to nearby neighbors as appropriate. The County requires the implementation of standard dust control measures as detailed in the SBCAPCD Air Quality Attainment Plan (SBCAPCD 2022a) and the County Environmental Thresholds and Guidelines Manual for all construction projects (SBC 2021b). Because the County is a non-attainment area for PM ₁₀ , Rule 345, Control of Fugitive Dust from Construction and Demolition Activities, and standard fugitive dust reduction measures are required by the SBCAPCD and for all earthmoving projects. Removal of contaminated soil would be subject to dust control measures per SBCAPCD; these include watering or sprinklers, covering of stockpiles, tarp covering of trucks transporting soils, vehicle speed limits, and other dust control measures that would also minimize the generation of odors. The nearest residential location is 300 feet from the Project Site with the Buffer Zone Area (BZA) between the Project Site and the homes. There are no Project-related activities within the BZA. In addition, Mitigation Measure Haz.1, Contaminated Soil Handling, contains additional dust mitigation requirements. The prohibition of activities in the Marketing Terminal area, as presented in the comment, is contrary to the objectives of the Project.
SA-10	The drainage systems at the Site have been studied and mapped and there is no intent of affecting the existing drainage systems. As detailed in Section 4.8 of the DEIR, Hydrology and Water Resources, the capacity of stormwater drainage systems would not be affected, and no new sources of polluted run-off would be created. Furthermore, because the Project would reduce the amount of impervious surfaces on-site, the Project would not increase on-site or off-site flooding.
SA-11	Noise impacts are proposed to be temporary, one-time events and activities have been distributed to ensure impact avoidance. In addition, mitigation measures have been put in place to reduce impacts to less than significant. Noise barriers, in the form of 8–16-foot-tall K-rail temporary walls with noise blankets, are effective methods of reducing noise impacts on receivers. Noise levels can be reduced by up to 15 dBA with the installation of noise barriers. Prohibiting activities during the night would also reduce the potential for annoyance of area residences. With these measures, noise increases during the peak hour and the potential for annoyance would be substantially reduced.
SA-12	The Main gate would be used for the majority of ingress and egress into the Plant area based on the majority of activities occurring in that area. However, Chevron could continue to access the second gate depending on Project requirements and needs. It is possible that accessing the Site through the second gate would reduce impacts by accelerating the progress of the Project. No added noise impacts to the seals are expected based on noise models presented in Section 4.10, Noise and Vibration. Any impact would be temporary and not significant.

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SA-13	The Project area south of the UPRR is currently used as employee parking and equipment staging in support of the industrial uses of the pier. The Project would continue to access this southern area from Dump Road across the UPRR right-of-way as currently occurs. It is anticipated that traffic volumes at the crossing would be at approximately the same level as currently exist during the demolition and remediation phase compared to current operations. Impacts are discussed under Section 4.11, Transportation and Circulation. The Project is temporary in nature and impacts are expected to be less than significant.
SA-14	As noted in Section 4.13.6 of the DEIR, the Project would not change any access or use of Tar Pits Park or the Carpinteria Bluffs Trail; however, Project activities have the potential for a short-term interruption in trail use. However, the interruption in trail use would be short-term and temporary and would not result in significant adverse impacts related to recreation.
SA-15	Existing conditions are part of the baseline and not part of the proposed Project at this point. The City will check on previous requirements for revegetation and ongoing compliance separate from this environmental review effort. The Applicant submitted a Restoration/Revegetation Plan (see Appendix C-7) as part of the Application to outline the restoration process for the areas identified for equipment demolition and soil removal during the Decommissioning Project.
SA-16	All pipelines slated for decommissioning have been identified, mapped and a protocol for decommissioning has been established in accordance with best industry practices and regulatory requirements. Potential impacts to seals are discussed in the EIR and mitigation measures presented to reduce impacts to seals to less than significant. Impacts to seals will be temporary and are not expected to be significant. Changes to the order of pipeline removal have not been identified as mitigation for any temporary impacts by Biological experts or resource agencies.
SA-17	Please see above under SA-16, all pipelines have been appropriately identified and mapped. Pipelines and their location are extensively described in Section 2.0, Project Description. Figure 2.8 shows the location of pipelines coming to shore. Lines related to the Pier are not slated for abandonment since the Pier will remain and is not part of the proposed Project.
SA-18	A Tree Maintenance and Hazard Reduction Plan (Plan) was prepared to support a significant tree maintenance activity for the elimination of safety hazards at the Carpinteria Oil and Gas Processing Facility. Recent storms during the 2022-2023 winter season resulted in significant tree instability and several tree failures (a total of 12 trees) at the Project Site or falling onto the Project Site from adjacent land, with targets being subject to hazardous conditions, including high voltage transmission lines, buildings, pedestrians, and vehicles. As a result, Chevron elected to have the trees evaluated for risk of failure and determine proper mitigation measures to reduce or eliminate hazardous conditions. This evaluation was conducted by an International Society of Arboriculture (ISA) Certified Arborist and Certified Tree Care Professional (Branch Out Tree Care). A total of approximately 608 trees were evaluated throughout 12 areas within the Project Site to identify the needs for maintenance. The evaluation identified that in some instances, the cause of recent tree failures and potential additional failures was high soil saturation in conjunction with structural weakness caused by fungal root decay. This activity was not considered part of the Project as it needed to occur on a timely basis to prevent any damage. The maintenance activities were conducted prior to the preparation of the EIR and are not considered part of the Project. The Project does encompass some tree removal as part of the decommissioning activities and those are discussed and analyzed in Section 4.3, Biological Resources (please see Impact Bio.5).
SA-19	Equipment previously removed is not part of the proposed Project and not analyzed under this environmental review. Additional Site assessment will be conducted by Chevron once all above ground facilities have been removed under the direction of the County's Environmental Health Services and the EPA.
SA-20	The Sandblast area was previously remediated, and the applicant obtained case closure from the Regional Water Quality Control Board. No additional work is slated to occur in this area other than incidental excavation that might be necessary to remove pipelines crossing through that area.
SA-21	The wells onsite are not currently part of the Project and there is no regulatory requirement to plug and abandon those wells at this time. The EIR includes a Full Removal Alternative that contemplates the plugging and abandonment of all the wells onsite along with other facilities not currently slated for decommissioning. Please see responses to DA-1 and SA-1 above.

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SA-22	Mitigation measures are included in the EIR for protection of the seals during any work that could affect them during any phase of the Project. The mitigation measure (Bio.1g, Harbor Seal Rookery Monitoring and Protection) did not identify the need for two seal monitors. However, and as specified in Appendix C-6, Harbor Seal Monitoring and Protection Plan, in addition to the County monitor, Chevron will provide that a marine wildlife monitor will be present at all times during required work activities, including activities scheduled outside of pupping season (June 1 through November 30), until the surf zone and bluff pipeline removal has been completed and all equipment/personnel have left the area.
SA-23	Installation of the barrier is a necessary portion of the mitigation to protect seals and would cause temporary noise in order to prevent longer lasting impacts during the decommissioning activities. However, these impacts will be temporary in nature and considered less than significant.
SA-24	Existing conditions on the Pier are part of the baseline and not part of the proposed Project.
SA-25	Additional parking for seal watchers has not been identified as a mitigation measure for the Project. There is no nexus to provide additional parking as mitigation based on the nature and level of the impact. The Project is temporary, and mitigation measures are included to ensure minimal impacts to the seals and ongoing monitoring by a City-approved qualified Biologist.
SA-26	The area mentioned in the comment has long been used for offshore support activities and thus the use of this area is part of the baseline. Additional temporary work in that area would be short-term and consistent with the existing use, and not have significant impacts.
SA-27	The language in the EIR has been clarified to reflect that the harbor seal rookery is less populated by seals in the summer and fall, when there is seasonal public access and beach activities, consistent with the comment.
SA-28	No grading is proposed on the beach other than the excavations necessary to remove the pipelines in the area. No substantive regrading is expected to be necessary as part of the proposed Project.
SA-29	There is no vibration levels expected in the beach area that would affect the seal rookery. Vibration impacts are discussed under Impact N-3 as part of the Noise and Vibration Section 4.10.
SA-30	Impacts to the seal rookery are considered temporary and mitigation measures are included in the EIR to ensure that impacts will be mitigated to less than significant. Please see responses to DA-1 and DA-7 above, among others.
Frank Arredondo, Chumash MLD	
FA-1	The comment regards potentially sensitive information that was originally included in the DEIR. In an abundance of caution, the City edited the Cultural Resources Section to remove any potentially sensitive material in accordance with the comment and the DEIR was reposted with the State Clearinghouse and on the City's website.
Valerie Bentz	
VB-1	Impacts to the seals and to the Seal Rookery are analyzed in the EIR. Impacts were found to be significant and mitigable. As a result, mitigation measures have been included in the EIR to ensure that all impacts to the seals are adequately mitigated. Please see responses to DA-1 and DA-7 above, among others.
California Coastal Commission	
CCC-1	<p>Chevron has been working with the City of Carpinteria and understands that the City intends to issue a Coastal Development Permit (CDP) for all activities located above the high tide line. Chevron will be submitting a separate CDP application to the California Coastal Commission for Project-related activities occurring below the high tide line and within State Waters.</p> <p>Sales Gas facilities that exist in or near the property are the responsibility of SoCalGas, who is undertaking a separate permitting process to remove their facilities. Similarly, the Habitat pipeline and power cable from Hogan and Houchin are not the property of Chevron and are not Chevron's responsibility and will have to be assessed and abandoned under a different responsible party and permitting process. There are no activities proposed at the former Burn Dump site. The County of Santa Barbara Environmental Health Services (SBEHS), the local enforcement agency for evaluating and remediating burn dump sites, identifies the former burn dump site as Site</p>

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	<p># 742, Carpinteria City Dump, Dump Road, Carpinteria. The County of Santa Barbara retains financial responsibility for the management and regulatory compliance of the former Carpinteria Burn Dump.</p> <p>The City acknowledges the comment on the tar seeps in that they are naturally occurring and that leaving them in place would not constitute an impact under CEQA and would not be considered inconsistent with the Coastal Act. The discussion of the Full Removal Alternative has been amended in the Final EIR in response to this comment.</p> <p>The Full Removal Alternative was carried forward in the Alternatives analysis and its impacts were discussed in Section 5.0 of the EIR. CEQA does not require the impacts of alternatives to be analyzed to the same level of detail as the proposed Project. However, removal of pipelines offshore and through the bluff is a component of the proposed Project and their impacts are analyzed throughout the document in the pertinent issue areas. Impacts and mitigation measures for the removal of the Hilda and Hazel pipeline will have similar impacts and will require similar mitigation measures as the other pipelines slated for removal as part of the Project. Additional information has been added to the Alternatives discussion in response to this comment.</p>
CCC-2	<p>The Coastal Act definition of environmentally sensitive area has been added to Section 4.3. The following has also been added to the EIR: "Section 30107.5 of the Coastal Act is also incorporated into the City's Coastal Area Plan (CAP), which states the ESHA overlay designations reflected on the land use plan and resource maps are representative of the general location of known habitat. It also states the designations in the land use plan are not definitive and all of the resource areas in the community may not be known and acknowledges discontinuous pockets of ESHA are proposed for the same protection as larger contiguous sections of habitat area. Therefore, designations on the land use plan and resource maps are to be supplemented with subsequent program and Project level resource study and mapping (City of Carpinteria 2003)." In other words, areas identified during surveys that exhibit the conditions for the definition of ESHA should receive the same protection as mapped ESHA, which is reflected in the EIR.</p> <p>Impact Bio.2 clearly identifies potential impacts to ESHA and considers those impacts to be significant and mitigable. It should be noted that the Project Site has long been utilized as an industrial site and that the Project would result in restoration and revegetation of the Project Site.</p>
CCC-3	<p>All proposed work areas are provided in Figures 2-2 (Facility Overview) and 2-7 (Onshore Facility Equipment Removal Areas) of the EIR. All Project related impacts (mobilization, staging, stockpiling, decommissioning activities) will occur within the defined Project Disturbance Area depicted in these figures. Section 2.1, Project Overview, of the Draft EIR states, "remediation efforts will be performed along with preservation of existing site resources, including mature trees and bluffs..." Figures depicting an overlay of Project activities with protective buffers for ESHA and other sensitive resources will be provided in an agency-approved Remedial Action Plan (RAP). Mitigation measure Bio.2a, also require the avoidance of impacts to ESHA areas. Areas that support ESHA or other Sensitive Natural Communities shall be marked on Project plans and identified on the ground using construction fencing, or other means, to identify them as exclusion zones to all personnel and equipment (mitigation measure Bio.1d). With regards to potential impacts to wetlands, the Applicant is proposing to replace wetland at a 4:1 ratio. Pipeline removal from the bluff is not expected to have significant and unavoidable impacts after mitigation measures are imposed. With impacts less than significant no other alternatives were needed to be reviewed.</p>
CCC-4	<p>The reference to "future land use designations" was removed from the description of the Preliminary Habitat Restoration/Revegetation Plan from Section 4.3.4 of the EIR. The following statement was added. "The goal of the Habitat Restoration/Revegetation Plan is to restore areas disturbed by the Project in a manner that would replace/mitigate impacts to natural areas directly or indirectly affected by Project activities and to avoid potential future impacts associated with the removal of facilities or other surface features by revegetating areas left bare or that currently support non-native vegetation with native vegetation or other appropriate ground cover".</p>
CCC-5	<p>Prior tree maintenance activities were conducted under separate approvals and had separate purposes and utility since they were to resolve existing safety hazards and were not part of or necessary to remediation activities. Therefore, those activities are not part of the scope of this Project or EIR. The prior tree maintenance activities</p>

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	<p>were performed according to a Tree Maintenance and Hazard Reduction Plan that was developed to address critical human safety issues (mitigating tree hazards evidenced by multiple tree failures) to support ongoing management of the Property. Separate from the EIR preparation, City Planning staff thoroughly reviewed and commented on the Tree Maintenance and Hazard Reduction Plan submitted by Chevron to verify compliance with the City's General Plan and Local Coastal Plan Objectives and Guidelines, as there were significant public and workforce safety hazards associated with the tree instability documented at the Site.</p>
CCC-6	<p>The removal of Tank 861 would result in the permanent loss of 0.17 acre of coastal wetland, which is artificially created due to water collecting within the tank containment berm, with the proposed mitigation of designing final grading of the Site to increase runoff into Drainage #4, and other actions, to improve Drainage #4. A pipeline removal will also result in temporary impacts to 0.1 acre of a coastal wetland, with the expected outcome that the wetland vegetation will restore naturally within a short period of time. Mitigation measure Bio.3c, Wetlands Mitigation and Monitoring Plan, has been edited to correctly state the impacts, and the mitigation requirements have been changed from 1:1 to 4:1, as follows:</p> <p>"Coastal Wetlands Mitigation and Monitoring Plan. A Coastal Wetlands Mitigation and Monitoring Plan shall be prepared by the Applicant and approved by the City and other resource agencies, as applicable, and fully implemented within 120 days of the completion of soil remediation and shall include the following:</p> <ol style="list-style-type: none"> 1. The permanent loss of 0.17 acre associated with Wetland W-1 shall be replaced on a minimum 4:1 basis by the Applicant-proposed expansion of existing wetlands in the Drainage No. 4 Area. 2. The temporary loss of 0.127 acre within W-5 shall be mitigated at a minimum 4:1 ratio that shall include periodic monitoring to ensure the wetland naturally revegetates to pre-disturbance conditions, identification of contingency measure should natural revegetation not proceed as expected, as well as establishment or enhancement of wetland habitat elsewhere on the Project Site." <p>Mitigation also requires the applicant to submit appropriate permit applications, or provide the City with letters indicating permits are not necessary, and submittal of the Coastal Wetlands Mitigation and Monitoring Plan. Alterations or exceptions to the mitigation requirements would be determined through the permit process.</p>
CCC-7	<p>To install pig launching and receiving stations, minor jetting (seafloor) or excavations (onshore) may be required to expose the pipelines and allow divers/workers to access the pipeline segments. Such excavations will likely be less than a few feet due to the seasonal movement of sand/sediment.</p> <p>As previously noted, all pipelines were previously flushed, or pigged and flushed, prior to idling. It is unclear if any of the pipelines will require additional pigging and flushing prior to removal. However, crews will be prepared to implement such procedures should conditions warrant. No onsite or offshore disposal will occur; therefore, no environmental impacts are anticipated. Flushing operations will be designed to contain and capture recovered fluids, which will then be properly disposed of offsite at approved disposal facilities. It is impossible to estimate the amount of pipeline or flush water that will be required at this time. Implementation of EIR Mitigation Measure Haz.2a (Spill Response Planning) will further reduce the potential for impacts from any fluid contained in the pipelines.</p>
CCC-8	<p>The former marine terminal pipelines include a 10-inch diameter Marketing Terminal Offloading Line, as well as two (2) 4-inch diameter subdrain pipelines and one (1) 6-inch diameter wastewater pipeline. In addition, a 20-inch diameter crude oil loading line, 6-inch diameter wastewater line, and 8-inch diameter wastewater line are located further east of the Marketing Terminal Offloading Line. Records show that these pipelines were flushed, pigged, and placed out of service in 1984. As outlined in the Project Application Package, a visual inspection of these pipelines in the Spring of 2019, when winter storms resulted in the exposure of these pipelines across the surf zone, indicated that these lines had been damaged. Based on these observations, the damaged areas appear to</p>

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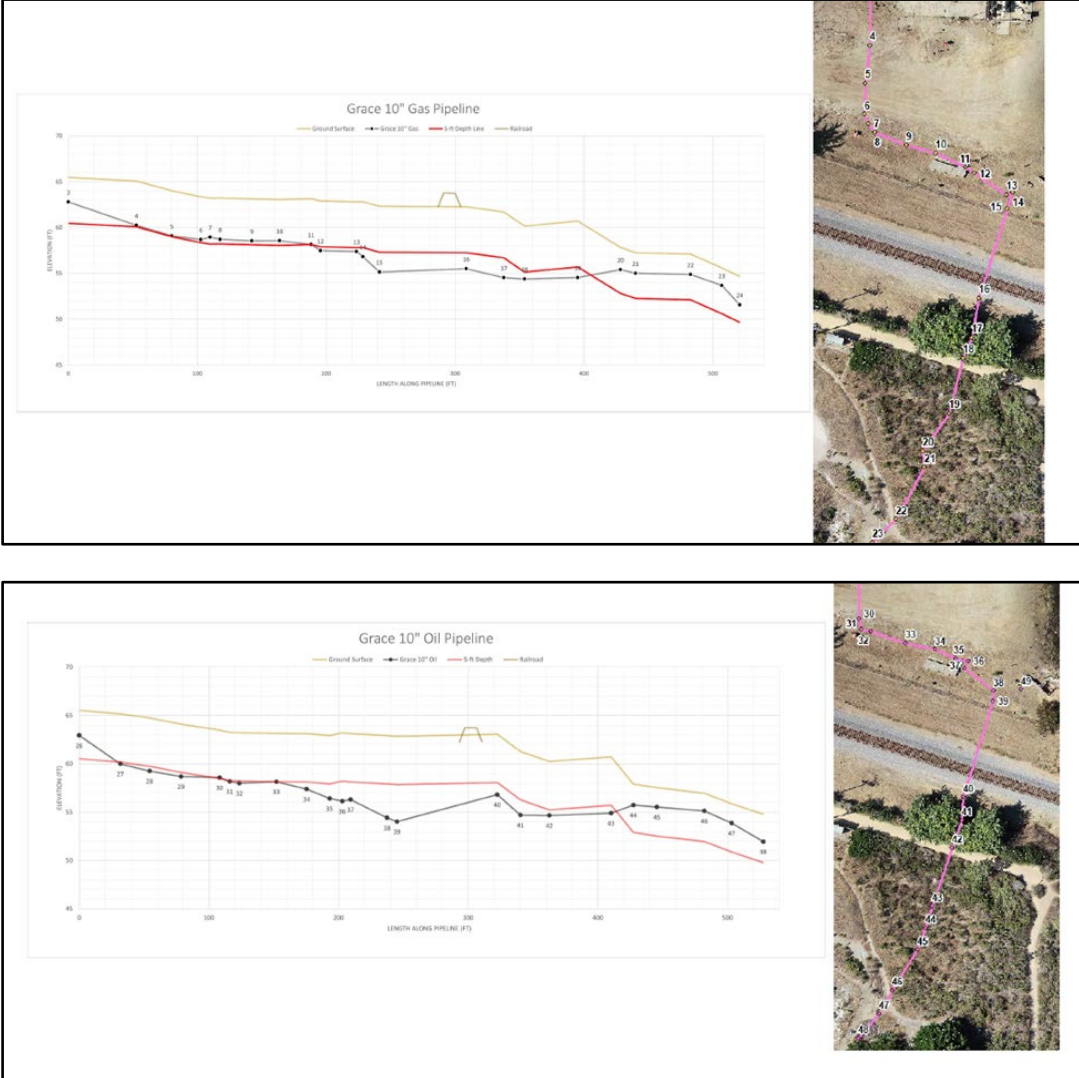
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	<p>have been the result of external impacts, not internal rupture of these lines. No releases have been observed from these damaged areas, and sand appears to be filling the interior of portions of these pipelines.</p> <p>Removal of these pipelines is proposed as part of the proposed Project, the potential impacts of which are thoroughly addressed in the Project Application and EIR analysis.</p>
CCC-9	<p>The Peninsula Area Pipelines (PAP) are part of a sale gas facility owned and operated by SoCalGas, are not within the scope of the proposed Project, and are not within the authority or responsibility of the Project proponent. Decommissioning these facilities is, therefore, SoCalGas' responsibility and not that of Chevron. The assessment of potential impacts from the future demolition of these facilities is dependent on the methodologies selected by SoCalGas and cannot be assessed at this time. Therefore, any assessment of potential impacts would be unrelated to the Project and would be speculative and, therefore, have not been included in the analysis.</p> <p>As outlined in Chevron's Project Application, the Former Sandblast Area (FSBA) contains a series of shallow subsurface pipelines and power utility lines that service current pier and parking lot operations. The pier and associated parking lot are not part of this proposed decommissioning Project and will remain operational. The pipelines and utility lines that service the pier will remain in service and not be removed through the FSBA.</p> <p>The Gail and Grace Pipeline Bundle/10-inch oil pipeline also traverses the FSBA. As outlined in the Chevron Project Application, the pipeline segments located across the Former Sand Blast Area and leading into the Onshore Facility will be abandoned in place, except for the portion located beneath the UPRR ROW, which will be removed. These lines will be abandoned in place due to their burial depth, the resulting large removal excavation if removed, avoidance of disturbance to existing restoration areas, and avoidance of impacts to the public trail that runs parallel to the ROW.</p> <p>The following diagrams were provided in Appendix K of the Chevron Project Application, which provides the depth of burial data for the pipelines as they cross the parcels located south of the UPRR ROW. As depicted in these diagrams, the pipelines are buried over 5 feet deep as they cross the FSBA. Based on past experience, pipelines buried at this depth do not become exposed. Due to the current ESA designation, this area is unlikely to be proposed for future development, further reducing the potential of these pipelines becoming a concern. Excavation of pipelines greater than 5 feet will require significant ground disturbance to safely expose the pipelines</p>

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	<p>and allow access to cut and remove the segments. The use of trench boxes can reduce the surface extent of the excavations but will still increase the disturbance footprint and potential impacts to the public recreational use.</p> <div data-bbox="337 436 1409 1507">  <p>The response includes two line graphs and two aerial photographs. The top graph, titled 'Grace 10" Gas Pipeline', plots Elevation (FT) on the y-axis (45 to 70) against Length Along Pipeline (FT) on the x-axis (0 to 500). It shows four data series: Ground Surface (yellow line), Grace 10" Gas (black line with dots), 5-ft Depth Line (red line), and Railroad (green line). The bottom graph, titled 'Grace 10" Oil Pipeline', uses the same axes and series. To the right of each graph is an aerial photograph showing the pipeline's location, with numbered points (1-23 for gas, 24-48 for oil) indicating specific segments or features along the route.</p> </div> <p>It should also be clarified that portions of these pipelines will be removed as part of the Project as they transition up the beach bluff and across the adjacent bluff area. This removal will be completed using standard excavation methods. Once the pipeline is removed, the Site will be restored to its previous contours and revegetated in accordance with the Revegetation Plan.</p>
CCC-10	<p>Reduction of the time used for the Project offshore is an appropriate strategy to reduce the potential for oil spills in the marine environment. The longer a Project extends offshore the more likelihood of spills or other mishaps. Ensure proper planning as and logistics are sound ways of helping to mitigate the risks of an oil spill as described in Mitigation Measure HAZ.2a. Additional information on spill reductions will be included in the Project specific Oil Spill Response and Contingency Plan. Mitigation Measure Bio.7 Oil Spill Contingency Plan also contains a number of requirements to ensure that potential oil spill impacts are mitigated to the highest extent possible.</p>

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CCC-11	Information on the use of the coastal trail located adjacent to the railroad right of way is not available at this time. However, based on the Project Description and the timing of the various activities, it is not expected that impacts to the trails will occur regardless of level of current use. It is not anticipated that the closure of the trails through the Site will be required. The majority of the pipelines crossing the coastal bluff top and railroad right of way are buried greater than five feet below the existing surface topography. Due to this depth of burial, the applicant has proposed abandonment in place once the pipeline reaches five feet of burial to avoid impacts on native vegetation or disruption to surface facilities, including the existing trail. The applicant has indicated that should short-term closures of the coastal trail be required during Project activities, an alternative pathway will be provided. Such pathways are available throughout the bluff area and within the parking lots located seaward of the railroad right of way. As an additional mitigation measure, the applicant shall prepare a Coastal Trail Access Plan and submit the plan for approval by the City prior to any planned closure of the trail during Project related activities.
CCC-12	As stated in the comment, the underlying purpose of the Project is to remediate the environmental impacts of the legacy oil and gas facilities on the Project Site. More specifically, the Project's purpose is to demolish and remove surface and subsurface facilities and subsequent remediation of any impacted soils connected to activities from the Onshore Facility to accommodate the Site's potential future redevelopment. A Remedial Action Plan is under preparation under the responsible regulatory agencies, the SBCEHS, RWQCB, and U.S. EPA. Those agencies will determine to what levels remediation will occur with the intent of having the highest possible land use as part of the future of the Site. The unrestricted land use cleanup goals were selected not as a future land use target, but because they represent the maximum potential Project related impacts with regard to soil generation, truck traffic, emissions, etc. The actual cleanup goals will be determined by regulatory agencies with authority to approve the cleanup activities and standards.
California Department of Conservation, Geologic Energy Management Division	
CalGEM-1	The letter from CalGEM is not specific to the Draft EIR or any of its contents; however, it discusses the regulatory requirements for plugging and abandoning wells in a property and concludes that there are currently no regulatory requirements that compel Chevron to plug and abandon the orphan wells in their property at this point. This information has been used to edit the Alternatives analysis.
CalGEM-2	The comment requiring that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, and that the information be communicated to the appropriate county recorder for inclusion in the title information of the subject real property are noted.
CalGEM-3	The comment recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal law. The property is currently being reviewed by the County EHS and the EPA and a Remedial Action Plan is under preparation to ensure that the Site is properly remediated in accordance with the law.
California Department of Fish and Wildlife	
CDFW-1	Recommended edits to Mitigation Measure Bio.7 have been incorporated into the DEIR.
CDFW-2	Recommended edits to Mitigation Measure Bio1c.4 and Mitigation Measure Bio.2c have been incorporated into the DEIR. Note: It is our understanding that the National Marine Fisheries Service (NMFS) is now the National Oceanic and Atmospheric Administration Fisheries (NOAA Fisheries).
CDFW-3	<p>The following addresses statements in CDFW Comment #3: Impacts to Monarch Butterfly Overwintering Habitat:</p> <p>The 60 trees proposed for removal are at least 600 feet east or southeast of known monarch aggregation areas. These trees are located downwind of the aggregation areas, with prevailing winds predominantly originating from the north and west along the Carpinteria coast. Wind protection or other microclimatic effects by these trees for known monarch roosts is considered negligible due to the significant distance and downwind location. Encroachment of other trees at the Facility that are within closer proximity to the monarch roost trees will be performed using methods that limit damage to the root zones of these trees, and any portions of the Project Site requiring remedial excavation within the Facility will be backfilled, including beneath the canopy of trees requiring re-covering of their root zones.</p>

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	<p>All encroachment or other tree impacts are congruous with Marcum, S., & Darst, C. (2021), Western Monarch Butterfly Conservation Recommendations, which states: “Avoid the removal of trees or shrubs within 1/2 mile of overwintering groves, <u>except</u> for specific grove management purposes, and/or for human health and safety concerns.” This exception is an important component of the Project to protect human health and safety, as Section 4.7 of the Draft EIR states, “As the cleanup of the Site is part of this Project, the resulting cleanup would ensure impacts are removed, and any future impact of either contaminated soils, or potential spills from remaining inventories would be eliminated.”</p> <p>The prior tree maintenance activities performed according to the Tree Maintenance and Hazard Reduction Plan were conducted based on an important human health and safety need (mitigating tree hazards evidenced by multiple tree failures). Tree maintenance activities were wholly separate from the Project with independent purpose and utility and are not addressed by or part of the scope of the Project or EIR. Separate from the EIR preparation, City Planning staff thoroughly reviewed and commented on the Tree Maintenance and Hazard Reduction Plan submitted by Chevron to verify compliance with the City’s General Plan and Local Coastal Plan Objectives and Guidelines while recognizing that protection of human health was necessary, as there were significant public and workforce safety hazards associated with the tree instability documented at the Site. Implementation of the tree maintenance activities were congruous with Marcum, S., & Darst, C. (2021), Western Monarch Butterfly Conservation Recommendations, which states: “Avoid the removal of trees or shrubs within 1/2 mile of overwintering groves, <u>except</u> for specific grove management purposes, and/or for human health and safety concerns”.</p> <p>Regarding the reduction of Project-related impacts to trees that may provide monarch butterfly overwintering habitat, the Draft EIR proposes to implement mitigation measure Bio.1c, Pre-construction Wildlife Surveys, which includes preparation of a Monarch Management Plan prior to any construction activities. This plan will identify all known monarch butterfly roosts for their protection to the fullest extent feasible, including “suitable setbacks from the edge of the groves to preserve habitat quality.” Mitigation Measure Bio.1c has been substantially amended in response to the comment and now includes Monarch Butterfly Habitat Assessment, Monarch Butterfly Management Plan, and Monarch butterfly Take Avoidance, as suggested.</p> <p>In addition, mitigation measure Bio.1d, Fencing, will be implemented, and states, “To minimize the amount of disturbance to wildlife habitat and important or sensitive biological resources, construction boundaries will be fenced with highly visibly fence and staked...The City-approved qualified biological monitor shall ensure environmentally sensitive areas within or near the construction zones are clearly marked for avoidance in the field. These areas include, but are not limited to, occurrences of special-status plants, trees to be avoided, sensitive vegetation communities or wildlife species adjacent to work areas, and jurisdictional resources.” Implementation of these mitigation measures are intended to eliminate the potential loss of monarch butterfly overwintering habitat.</p> <p>According to Xerces staff, the survey location of Western Monarch Overwintering Site ID# 2800 is limited to the Dump Road/Gate 1 area and the south end of the Former Nursery Area, from outside of any private property and safety boundary fencing and does not include field survey data from the Buffer Zone. However, the mapped boundary of Site ID#2800 on the Xerces’ Interactive Mapper includes the Buffer Zone, indicating the entire overwintering site is much larger than just the Dump Road/Gate 1 area. The Buffer Zone, which was avoided during the recent tree maintenance activities, is also known to support at least 5,000 monarchs (Padre Associates records in 2012), with recent observations totaling 1,025 monarchs (Padre Associates records in December 2023) and is significantly more sheltered than the Dump Road/Gate 1 area. In addition, the 8,000-monarch butterfly estimate is from 1997, or 27 years ago, and since then, variability at that location has ranged from 0 to 5,990 monarchs. Nonetheless, all known monarch roosts at the Project Site, including at Dump Road/Gate 1, are being recognized in the EIR as warranting protection regardless of the variability between years. The recent sightings of aggregating monarchs in December 2023 in the Buffer Zone indicate that continued use of the overall Site as an overwintering site (i.e., mapped boundary of Site ID# 2800) was not precluded. All available information will</p>

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	be used for the full implementation of mitigation for the Project. These data will also support and be incorporated into the development of the required Monarch Management Plan for the protection of all known monarch roosts upon implementation of the Project.
CDFW-4	With regard to Drainage Area #4, based on current soil assessment data, no Project-related activities have been proposed within Drainage Area 4. However, excavation within the adjacent Former Marketing Terminal is proposed to address residual shallow contamination. These excavations will likely have short-term impacts on a minor, concrete-lined drainage channel, which extends across the southern portion of the Former Marketing Terminal. Although final grading and restoration plans have not been prepared, it is expected that the surface drainage features will be restored as part of the Habitat Restoration/Revegetation Plan (EIR Mitigation Measure Bio 1b), resulting in no material change to water movement across the Site, therefore drainage-related impacts to biological resources within Drainage Area #4 are not anticipated. However, should Project planning indicate Project activities would encroach on this feature, or identify the potential for indirect effects, then Mitigation Measures described under Bio.3 pertaining to jurisdictional waters of the state and coastal wetlands would apply.
CDFW-5	Based on the Project Site drainage, the proposed work areas will not impact any areas meeting the definition of a regulated stream. The Project would not result in potential impacts to defined lake or streambeds. A small patch of willows occurs within the Drainage No. 4 area, but is not considered riparian habitat, and nonetheless, would not be affected by the proposed decommissioning or remediation activities. The Project would not include any activities in proximity to an ephemeral stream or its associated vegetation. Finally, and as an additional measure, prior to the start of work, a Remedial Action Plan (RAP) will be prepared to detail the specific methodology used to complete the Project. Once the RAP is finalized, all drainage features potentially affected by the Project will be reassessed to confirm that impacts avoid areas meeting the definition of a regulated stream. If regulated streams are impacted, the Project Applicant will be required to apply for an LSA Agreement from CDFW prior to the start of work. This is consistent with mitigation measure Bio.3a (Permit Compliance with USACE, RWQCB, and CDFW Requirements). In addition, any vegetation impacts will be addressed as part of the Habitat Restoration/Revegetation Plan (EIR Mitigation Measure Bio 1b).
CDFW-6	<p>Mitigation Measures Impact Bio 1.c includes the requirement for preparation of a Final Habitat Restoration/Revegetation Plan, which includes the following, among other requirements:</p> <ul style="list-style-type: none"> • A minimum, a 1:1 mitigation ratio required to restore areas temporarily disturbed to pre-construction conditions and replace habitats permanently affected by the Project (final mitigation ratio will be determined during Project permit and approval process). • Description and map of location of restoration/revegetation and compensatory mitigation sites and assessment of appropriate reference areas to help guide restoration and mitigation efforts. • And identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation Site in perpetuity, <p>These measures also apply to Impact Bio.2, which states that impacts to sensitive biological habitats will be included in the Final Habitat Restoration/Revegetation Plan. The Final Restoration/Revegetation Plan must be reviewed and approved by the City and agencies prior to Project approval.</p> <p>Section 5 of the Revegetation/Restoration Plan provides a monitoring plan that establishes success criteria and duration of monitoring. The focus of these restoration efforts is the replacement of non-native vegetation or existing developed areas with native vegetation within the Project Site, thereby avoiding the need for offsite mitigation or compensatory measures (40 CFR Part 230 Subpart J and 33 CFR Part 332). All potential impacts are considered temporary, and there will be no net loss of biological resources associated with the Project. The final restoration of the Site following the completion of the Project is also dependent on future land use decisions by the City of Carpinteria.</p> <p>The Mitigation Measures in the EIR include the requirement for agency approval through permits (EIR Mitigation Measure Bio 3a) and finalization of the Revegetation/Restoration Plan (EIR Mitigation Measure 1a). All proposed</p>

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	revegetation and Site restoration will be completed onsite, thereby avoiding the need for additional compensatory mitigation.
California Public Utilities Commission	
CPUC-1	The Union Pacific Railroad (UPRR) easement bisects the southern portion of the Project Site from the north to south. This railroad crossing is used regularly to access the pier and the parking lot south of the railroad tracks. This use will continue as part of the proposed Project at approximately the same levels as has occurred in the past.
Carpinteria Sanitary District	
CSD-1	The comment about the requirement for permits for discharge from the Sanitary District is acknowledged. The Applicant is aware of the requirements. No specific comment is provided on the Draft EIR, and no additional response is warranted.
CSD-2	<p>The proposed Project will result in the removal of several buildings on the Project Site that are serviced by private sewer pipelines. These pipelines will be removed as part of the Project.</p> <p>All public utilities, including sewer lines, will be identified and marked in the field and on Project plans prior to the start of work. The proposed operations are not anticipated to disrupt public sanitary service, and all public pipelines will remain in place at the completion of the Project. The future disposition of public pipelines and utilities is outside the scope of this Project.</p>
Carpinteria Valley Association	
CVA-1	The Final EIR has been corrected to reflect the fact that during the summer/fall months, when beach activities are permitted in the area, there is a substantial decrease in the number of seals in the area. This is a more apt description of the seals population that "largely abandoned".
CVA-2	The language in the Final EIR has been amended in response to the comment. The section in question under Impact Bio.1 now reads: <i>"As stated in the Project Description, surf zone pipeline removal operations would be scheduled to avoid the most sensitive periods (December 1 through May 31) when the haul-out area is in use by harbor seals. The harbor seal rookery is less populated by seals in the summer and fall, when there is seasonal public access and beach activities, which will correspond to when the proposed beach and offshore Project activities will occur; therefore, Project activities associated with pipeline removal are not expected to cause incidental harassment of Pacific Harbor Seal. However, decommissioning and remediation work conducted in adjacent areas when harbor seals are present may result in disturbance of this rookery, resulting in a potentially significant impact to this species."</i>
CVA-3	Although the language about the presence of the seals during the summer and Fall months has been clarified, impacts remain the same as stated in the Draft EIR and are considered less than significant with mitigation. Impacts are expected to occur temporarily during decommissioning activities on the beach and are expected to be minimized with the mitigation measures in place.
CVA-4	The proposed additional activities under the Full Removal Alternative are not expected to affect the seals beyond those impacts identified under the proposed Project. None of the activities under the alternative will be occurring on the beach, with the exception of the removal of the Hazel and Heidi pipeline bundles. However, those pipelines are located further to the west of the pier and away from the seal rookery, so the impacts will be similar to those of the proposed Project and equally mitigable with the proposed mitigation measures in the EIR.
Carpinteria Valley Water District	
CVWD-1	The comment has been passed on to the Applicant to review and ensure that the proposed Project will have no effect on the District's water line. No additional comment is provided on the Draft EIR and no additional response is merited.
Chevron West Coast Decommissioning Program	
ES-1	The Final EIR has been edited to correct the oversight in the Introduction and consistent with the Project Description and the Executive Summary.
ES-2	The discussion of the Full Removal Alternative in the Final EIR has been amended to reflect the position of the California Coastal Commission regarding the seeps, and the position of CalGEM regarding the wells. In both

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	cases, the regulating agencies do not assert any regulatory requirements to either remedy the seeps or plug and abandon the existing wells at this point.
ES-3	Please see the response to ES-2 above.
ES-4	The Full Removal Alternative is consistent with the objectives of the Project in that it includes removal or remediation of additional existing materials or facilities within the Project Site. However, and as noted under ES-2 above, the discussion on the viability of dealing with the wells and the seeps has been amended in the Final EIR in response to comments from the California Coastal Commission and CalGEM.
ES-5	The discussion of requirements to plug and abandon the legacy wells has been expanded in the Final EIR in response to comments made by CalGEM on the wells and consistent with this comment. CalGEM has stated that there is no regulatory requirement to plug and abandon the legacy wells at this time, and that Chevron is not required to conduct the abandonment.
ES-6	In response to the Coastal Commission comments on the seeps, the Full Removal Alternative in the Final EIR has been amended to explain that there is no regulatory requirement to remediate naturally occurring seeps.
ES-7	The environmental impacts associated with the Full Removal Alternative are qualitatively analyzed in Chapter 5.0, Alternatives and compared to the impacts of the proposed Project and the No Project Alternative. In the comparison of impacts, the discussion acknowledges that there would be a small increase in various impacts including Air Quality, GHG, Noise and Vibration, and Transportation under the Full Removal Alternative. However, those impacts are considered significant and mitigable under the proposed Project and the Full Removal Alternative. As noted above, the Alternatives Section was revised in response to this comment and comments from CalGEM and the California Coastal Commission, and it was determined that the Proposed Project Plus Hilda and Hazel Removal Alternative is the Environmentally Superior Alternative.
ES-8	As stated above, all of the facilities slated to be removed as part of the proposed Project are part of the baseline since they are all existing facilities slated for decommissioning. Removal of Hazel and Hilda pipelines bundle will have a potential short-term impact on the bluffs, but it is also likely to have a long-term beneficial effect on bluff stability since it would remove a path for future erosion and prevent added bluff retreat. It also would prevent the pipelines from becoming daylighted on the beach and becoming beach hazards in the future. Impacts from pipeline removal are likely to be similar to the other pipeline bundles proposed to be removed by Chevron under the Project.
ES-9	As stated above, the Full Removal Alternative is likely to have a small increase in impacts in Air Quality, GHG, Noise and Vibration, and Transportation. However, those impacts are considered significant and mitigable under the proposed Project and the Full Removal Alternative. As noted above, the Alternatives section was revised in response to this comment and comments from CalGEM and the California Coastal Commission, and it was determined that the Proposed Project Plus Hilda and Hazel Removal Alternative is the Environmentally Superior Alternative.
ES-10	The CEQA Public Resources Code Section referenced, § 21082.4 states "In describing and evaluating a project in an environmental review document prepared pursuant to this division, the lead agency may consider specific economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of a proposed project and the negative impacts of denying the project. Any benefits or negative impacts considered pursuant to this section shall be based on substantial evidence in light of the whole record." While the Project overall will be beneficial because it will improve overall environmental conditions at the Site, the Project is designed to remedy an existing adverse condition and properly decommission a Site previously polluted or dilapidated from lack of use. As noted in the comment, and as detailed in the discussion on the No Project Alternative, the proposed Project will be beneficial overall, and not carrying it forward would result in ongoing potential impacts to the environment.
ES-11	As detailed above, the wells along with all other legacy oil and gas facilities are part of the existing baseline. The EIR describes accurately both existing facilities proposed for decommissioning and facilities that are not proposed to be decommissioned that are within the overall Project Site and under the same ownership. The proposed Project does not include addressing the legacy and wells and as such it could result in impacts to the environment that could occur from aging, improperly abandoned wells leaking in the future. The EIR accurately describes the potential impacts in the alternatives analysis.

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ES-12	As discussed above, the Full Removal Alternative has been amended to reflect the position of the California Coastal Commission regarding the seeps, and the position of CalGEM regarding the wells. In both cases, the regulating agencies do not assert any regulatory requirements to either remedy the seeps or plug and abandon the existing wells at this point. Additionally, in response to these comments, the EIR was revised to include an additional alternative that includes the Proposed Project as well as decommissioning of portions of the Hazel and Hilda pipelines—the components of the Full Removal Alternative that were deemed feasible. Ultimately, this newly proposed alternative was selected as the Environmentally Superior Alternative.
I-1	The sentence has been amended in response to the comment.
PD-1	The Table has been amended to reflect schedule changes. It is recognized that the schedule is likely to change based on potential delays in permitting and environmental review.
PD-2	CalGEM has provided a letter to the City regarding the legacy wells and the EIR has been amended to reflect that there are no existing regulatory requirements for Chevron to address the legacy wells at this time.
AQ-1	The table has been edited in response to the comment.
AQ-2	Both Tables 4.2.5 and 4.2.6 present total and annual emissions compared to the thresholds. The thresholds are defined in terms of annual emissions, but as both the total and the annual emissions are below the thresholds, both are presented. This allows for considerations in case the Project schedule changes during implementation, that it would still be below the thresholds. Additional text has been added to clarify the two numbers.
BR-1	The Final EIR has been edited as noted in the comment.
BR-2	The Final EIR no longer contains the paragraph in question.
BR-3	Table indicated potential for species to occur. All birds indicate no breeding or nesting habitat present. No changes to the Final EIR are necessary.
BR-4	The citation is erroneous as detailed in the comment. The revised citation is from page 1-39 from the Chevron submitted Initial Study. The citation has been corrected in the Final EIR.
BR-5	Although not part of the Project, the Tree Maintenance and Hazards Reduction Plan is informative as to the measures taken by Chevron in the past that could also be taken in the future if deemed necessary. The EIR is intended as a full disclosure document and inclusion of the Plan is helpful to the public's understanding of the Project.
BR-6	The following text was added to the EIR: "Recent sightings have observed Cooper's hawk hunting rock pigeon (an introduced bird species not protected by the MBTA) in and around the IR Building (Main Plant Area). Building removal will result in beneficial results by eliminating the attractive nuisance of rock pigeon and the potential for Cooper's hawks to be inadvertently trapped inside buildings while hunting. This would result in a beneficial impact to Cooper's hawk, although the overall impact remains a significant, but mitigable impact."
BR-7	There is no BR-7.
BR-8	Compensatory mitigation is required in the event impacts are incurred. Restoration of the topography and soil surface is required including monitoring to ensure disturbed areas have been returned to pre-Project conditions, especially restoring habitat function for special status wildlife in the Project area. Compensatory mitigation would be required if habitat function is not restored. The phrase "(including topography and substrates in unvegetated areas)" was added for clarity.
BR-9	The mitigation measure has been edited per the suggestions in comment.
BR-10	There may be a need for other agency approval of biologists. Biologists may perform multiple roles for a Project and the agencies may approve on a Project-specific basis. However, the mitigation measure has been edited as suggested since City approval should also satisfy other agency standards.
BR-11	Changes have been made to the mitigation measure in response to the comment.
BR-12	See Response to Comment BR-10.
BR-13	The mitigation measure has been edited as suggested in the comment.
BR-14	The Tree Inventory Map with updated version has been replaced.
CR-1	Page 6-14 of the Cultural Resources Appendix specifically states contrary to the comment that: "Although the records search results indicated that no previously recorded cultural resources are located within the Former Sandblast Area, the mapped boundary of CA-SBA-6 encompasses adjoining areas to the immediate east and

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	<p>west. Given that prehistoric land use of the nearby costal terraces was largely continuous, it is highly likely that elements of CA-SBA-6 extend into the Former Sandblast Area.”</p> <p>However, because no ground disturbance is planned in this area, it is expected that no impact would occur as suggested in the comment. The table in question has been edited to reflect the comment.</p>
CR-2	The mitigation measure has been amended in response to the comment.
CR-3	The mitigation measure does not require Chevron to independently notify the Most Likely Descendants (MLD), but rather, it states that Chevron shall notify the MLD once that is determined by the Native American heritage Commission. The portion of the mitigation Measure states: “If the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the Native American Heritage Commission (NAHC), shall be contacted by Chevron or their representative in order to determine proper treatment and disposition of the remains.” No changes to the mitigation measures are warranted in response to the comment.
GS-1	Chevron submitted a revised Stormwater Pollution Prevention Plan (5/24) and the document has been included as part of the Final EIR as Appendix J.
CC-1	The emissions calculations for criteria and GHG were calculated based on the total equipment usage required to complete each Task Area and do not include separate estimates for the demolition and remediation sub tasks. This allows for consideration in case the Project schedule changes during implementation. Tasks 4 through 7 were identified for worst case annual emissions and separate demolition and remediation emissions calculations for each sub task would produce only a nominal change in the annual worst-case estimates and was not included in the FEIR.
HM-1	As detailed above, the wells along with all other legacy oil and gas facilities are part of the existing baseline. The EIR describes accurately both existing facilities proposed for decommissioning and facilities that are not proposed to be decommissioned that are within the overall Project Site and under the same ownership. The proposed Project does not include addressing the legacy and wells and as such it could result in impacts to the environment that could occur from aging, improperly abandoned wells leaking in the future. The EIR accurately describes the potential impacts in the Hazards Section.
HM-2	Similar to the legacy wells, the seeps are part of the existing environment and there is an opportunity as part of the overall decommissioning Project to remedy the seeps to ensure that hydrocarbons do not affect biological or water resources. However, and as detailed in response to ES-6 above, the Final EIR has been amended to reflect the position of the California Coastal Commission regarding the seeps.
HY-1	Chevron submitted a revised Stormwater Pollution Prevention Plan (5/24) and the document has been included as part of the Final EIR as Appendix J.
N-1	The use of the minimum hour during the daytime produces an estimate of the peak noise increases that the Project could generate over the existing baseline noise environment. Note that this is the increase over an hourly average noise level, which already accounts for variation in noise over an hour. However, it is a conservative analysis and for a construction Project, which generally has a substantial variation in noise levels over the day. The conservative increase may occur periodically, but most likely would not generate these noise increases enough to generate noise issues for neighbors and disturbance for residences. Note that although the municipal code exempts construction, the goal of the municipal code is to prevent noise issues that are “ <i>detrimental to the public health, welfare, and safety</i> ”. Therefore, mitigation measures have been retained but modified to allow for communication and outreach and to apply more stringent noise control measures if noise complaints become an issue.
N-2	The use of ambient-sensitive beepers or flaggers is an established construction measure to reduce noise levels. Beepers produce the greatest noise annoyance, per studies (Institute of Noise Control Engineering 2000) on construction activities, and reasonable efforts should be made on the part of the Applicant if noise complaints and annoyance of residences is a concern. The mitigation measure has been modified to allow for the use of ambient sensitive backup alarms to reduce noise levels.
N-3	The mitigation measure has been modified to only require mitigation in the event that complaints become an issue. The complaints-based system would examine the sources of noise generating the complaints and take appropriate measures.

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N-4	The limits on nighttime activities mitigation measures have been modified to apply to onshore activities only. Note that nighttime noise levels were not examined by the Applicants noise study, and that nighttime activities can produce greater impacts as ambient noise levels are lower during the night and residents are more susceptible to disturbance as they may be sleeping. However, with the addition of communication measures added to the mitigation measures, and the feasibility issues related to conducting offshore activities only during lower tide periods, along with the short duration of offshore activities, impacts would be less than significant.
TCR-1	The Final EIR has been amended to reflect the comment.
A-1	Please see the response to ES-2 above. In addition, please note that the level of risk is stated as potential based on CalGEM information that shows that as improperly abandoned wells age, there is a higher likelihood of potential leakage.
A-2	Please see response to ES-6 above.
A-3	Please see the response to ES-8 above.
A-4	The discussion on the No Project Alternative does not describe aquifers or sources of drinking water as potentially affected. The discussion accurately describes the potential for contaminated materials to leach out into nearby creeks, the Carpinteria Wetlands or the Ocean.
A-5	See response to ES-6 above.
A-6	Please see responses to ES-6, ES-7, ES-8 and ES-9 above.
Citizens of the Carpinteria Bluffs	
CCB-1	It should be noted that Dump Road is a private road and that Chevron, and its predecessors, have provided informal access through Dump Road. Chevron has stated to the City that they reserve their rights to their private road (Dump Road) to include possible temporary closure for safety reasons during decommissioning activities. See responses above under DA-4 and DA-6.
CCB-2	As stated in Section 4.3 Biological Resources, the Project would require the removal of 62 non-native trees for soil excavation and remediation, including 60 blue gum and two Monterey cypress (planted). None of the trees are located in City designated Open Space or ESHA areas. As a result, the City has included a requirement for Tree Removal Mitigation under Mitigation Measure Bio-5. Also, Mitigation Measure Bio.1c has been amended to add more protections to monarch butterflies. Finally, more recent survey information from the City of Carpinteria 2023 Environmental Review and Monitoring Status report has been added to the Biological Resources Section, 4.3.
CCB-3	The EIR contains a robust program for mitigating any potential impacts to the Seal Rookery as described in Mitigation Measure Bio.1g, Harbor Seal Rookery Monitoring and Protection. Mitigation measures are limited to impacts that could occur as a result of the Project. There is no nexus for requiring additional mitigation as expressed in the comment.
CCB-4	Chevron has mapped the drainage system through the Project Site and Chevron intends to preserve appropriate drainage for the Project Site.
Stephanie Turcotte Edenhelm	
STE-1	The statement in support of the Project is acknowledged. No additional comment is included on the Draft EIR, and no additional response is needed.
Environmental Review Committee, December 2023 Meeting	
ERC-DA-1	Comments supporting the ESA and of concern for activities occurring South of the railroad tracks are acknowledged. No additional comment on the Draft EIR is included and no additional response warranted.
ERC-DA-2	Decommissioning activities and schedules are included in Section 2.0, Project Description and in tables 2-8, 2-9 and 2-10. Offshore pipeline removal activities are scheduled to last up to 2 months.
ERC-DA-3	Comment regarding the decline of seals is acknowledged. The EIR contains mitigation measures to protect the seals and reduce impacts to less than significant.
ERC-DA-4	Mitigation measures are developed based on nexus to impacts and in rough proportionality to the level of impact. Impacts to seals are temporary and mitigated to less than significant with the Mitigation measure Bio.1g. With the adoption and enforcement of mitigation measures, impacts are considered less than significant.

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ERC-DA-5	Language in the Final EIR has been edited to reflect that although there are reductions of seal populations in certain times of the year, seals are present all year round.
ERC-DA-6	Mitigation measures are developed based on nexus to impacts and in rough proportionality to the level of impact. Impacts to seals are temporary and mitigated to less than significant with the Mitigation measure Bio.1g. No additional mitigation, like compensatory mitigation or permanent beach closures as suggested in the comment is required.
ERC-DA-7	Comment supporting the removal of as many facilities as possible is acknowledged. No additional comment on the Draft EIR is included and no additional response warranted.
ERC-JI-1	Construction activities on the beach areas may include nighttime lighting to work with tidal and weather conditions. Lights from these activities would be visible from the Carpinteria Bluffs and adjacent neighborhoods but would be mitigated with standard light minimization techniques such as the use of low intensity lights and light shielding. Section 4.10, Noise and Vibrations does state that "Nighttime construction activities may be necessary in the surf zone due to tidal access issues; however, these activities would be temporary and short term." In addition, Noise mitigation measures have been amended in response to the comment.
ERC-JI-2	Section 4.3 Biological Resources, subsection 4.3.2.3, Local Regulations, contains information on City regulations on seal protection and nesting birds as stated in the comment.
ERC-JI-3	Description of the timing of plans is acknowledged. No comment on the Draft EIR is included.
ERC-JI-4	Finding of the Draft EIR in conformance to CEQA Guidelines is acknowledged.
ERC-JM-1	The comment stating that the Project is highly visible and located near public open spaces is acknowledged. The Draft EIR accurately describes the location of the Project Site.
ERC-JM-2	The Project is not slated to interfere with access to public recreational areas.
ERC-JM-3	A Tree Maintenance and Hazard Reduction Plan (Plan) was prepared to support a significant tree maintenance activity for the elimination of safety hazards at the Carpinteria Oil and Gas Processing Facility. Recent storms during the 2022-2023 winter season resulted in significant tree instability and several tree failures (a total of 12 trees) at the Project Site or falling onto the Project Site from adjacent land, with targets being subject to hazardous conditions, including high voltage transmission lines, buildings, pedestrians, and vehicles. As a result, Chevron elected to have the trees evaluated for risk of failure and determine proper mitigation measures to reduce or eliminate hazardous conditions. This evaluation was conducted by an International Society of Arboriculture (ISA) Certified Arborist and Certified Tree Care Professional (Branch Out Tree Care). A total of approximately 608 trees were evaluated throughout 12 areas within the Project Site to identify the needs for maintenance. The evaluation identified that in some instances, the cause of recent tree failures and potential additional failures was high soil saturation in conjunction with structural weakness caused by fungal root decay. This activity was not considered part of the Project as it needed to occur on a timely basis to prevent any damage.
ERC-JM-4	Comments supporting the decommissioning Project and protection of public safety are acknowledged.
ERC-JM-5	The Project would not result in the blockage of available views to the ocean from U.S. Highway 101, would not incrementally change the character of the area, and is required to include restoration of existing vegetation. The Project is temporary in nature and will remove an industrial facility from the bluff area resulting in a beneficial effect to overall coastal recreational users.
ERC-JM-6	The comment in support of the remediation of the area is acknowledged. The Project as proposed will result in remediation of contamination in the Project Site as supported by the comment.
ERC-NB-1	The Carpinteria Harbor Seal Monitoring and Protection Plan (Plan) has been prepared by Padre on behalf of Chevron U.S.A. (Chevron) in support of the Decommissioning and Remediation of the Carpinteria Oil and Gas Processing Facilities Project (Project). The Project also includes the removal of pipelines from the bluff and beach areas adjacent to the Casitas Pier and west of the Carpinteria Harbor Seal Rookery. The Protection Plan outlines avoidance and minimization measures intended to reduce the potential for Project-related impacts on the harbor seals during temporary construction activities. MRS biologists reviewed Padre's proposed Protection Plan and have reviewed the level of impact described and added requirements as part of the Biological Resources mitigation

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	measures. As described below, compliance plans would need to be approved by other responsible agencies as the Project moves into its permitting phase.
ERC-NB-2	All mitigation measures, as appropriate contain requirements for approval from the various agencies including the United States Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA) Fisheries, and California Department of Fish and Wildlife (CDFW). All these agencies will either issue permits, or review mitigation plans before final City approval.
ERC-NB-3	As described in the Project Description, the daily schedule is estimated at Monday through Friday for eight to ten hours for onshore components and up to seven days a week and 12 hours per day for offshore components to account for variations in tide and resulting access to the pipelines. In addition, there are a number of other requirements imbedded in various mitigation measures or the Project Description. For example, trucks will be coming in and out of the Site daily and be limited to the hours between 9:00 a.m. to 4:00 p.m. to avoid peak traffic hours. Beach Project activities will be scheduled during low tide windows and limited to daylight hours only to maximize visibility and ensure safety during repair work.
ERC-NB-4	The skate Park tree removal is not part of the Chevron Decommissioning Project, and the EIR preparers did not quantify the trees that might have been removed as part of that effort. The Project would require the removal of 62 non-native trees for soil excavation and remediation, including 60 blue gum and two Monterey cypress (planted). None of the trees are located in City designated Open Space or ESHA areas. In addition, and as part of ongoing maintenance and hazard reduction that could originate from falling dead trees or branches, the Applicant removed another 22 dead or diseased trees throughout the Project Site.
ERC-NB-5	As stated in the DEIR, "construction GHG emissions (including mobile sources) would exceed the Santa Barbara County threshold of significance and therefore GHG emissions, either directly or indirectly, may have a significant impact on the environment." However, these impacts are considered mitigable and Mitigation Measure GHG.1, GHG Emissions Reductions, is included to ensure that all construction GHG emissions are appropriately mitigated. GHG emission reduction credits will be used at the time the Project is occurring. The necessary annual quantity of verified credits under the GHG mitigation shall be surrendered prior to April 15 of each calendar year following the year of initiating construction
ERC-NL-1	Chevron submitted a revised Stormwater Pollution Prevention Plan (5/24) and the document has been included as part of the Final EIR as Appendix J.
ERC-NL-2	The DEIR contained Figure 4.3-3, which contains a map of wetlands on the Project Site. In addition, Appendix C-4, Wetland Delineation Appendix, contains detailed information and location of wetlands.
ERC-NL-3	The comment on the details of mitigation measures was not specific to any mitigation measure. The mitigation measures are all specific and include monitoring requirements, timing, and success criteria, as appropriate.
ERC-NL-4	Mitigation measure Bio.1c, Pre-construction Wildlife Surveys include Monarch butterflies as follows: "A City-approved wildlife biologist shall conduct a pre-construction survey of the Project Site and surrounding habitat to determine the presence of roosting monarch butterflies if construction activities, tree removal, or tree trimming are scheduled to begin between October 1 and March 1. A monarch management plan shall be prepared prior to any construction activities. The plan shall include: details describing which trees shall not be impacted by construction or tree trimming, a scheduling plan that would require the construction phase of the Project to begin before the arrival of monarchs (typically October 1) or after they depart (typically March 1); surveys by an approved biologist during the construction to verify habitat condition and roosting activity; if construction, tree removal, or tree trimming needs to occur within 500 feet of monarchs, the plan needs to include prohibition of activities that create excessive dust, vibration, or physical disturbance; and suitable setbacks from the edge of the groves to preserve habitat quality."
ERC-NL-5	Mitigation measure Bio.1c also contains requirements for the offshore pipeline removal and other offshore activities as follows: "Pre-Decommissioning Marine Biological Dive Surveys. No more than 90 days prior to commencement of offshore activities, a City-approved, qualified marine biologist shall conduct a pre-decommissioning marine biological survey, with, of the sensitive habitat areas adjacent to the near-shore pipeline corridors. If sensitive seagrass species are identified, anchor locations shall be relocated to avoid impacts to these protected habitats and post-decommissioning surveys would be conducted to verify seagrass beds had not been impacted by Project related activities. If seagrass beds have been impacted, Chevron shall be required to prepare

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	and implement eelgrass restoration as part of the Habitat Restoration and Revegetation Plan under Bio.1b that shall be approved by the City. Adjustments to decommissioning methodologies in sensitive habitats may be made to reduce impacts to these areas. In addition, remote operated vehicles or multi-beam geophysical surveys shall be conducted at each anchor location to confirm the absence of hard-bottom habitat. Plan Requirements/Timing: The results of the pre-decommissioning marine biological dive surveys shall be submitted to the City for review and fully implemented prior to the issuance of grading permits. Monitoring: Implementation of this measure shall be initiated by the Applicant Project manager and monitored by the designated marine wildlife monitor."
ERC-NL-6	Monitoring of activities as stated in the comment is required for all mitigation measures.
ERC-NL-7	Mitigation measure Bio.1b, Habitat Restoration/Revegetation Plan, include requirements for erosion control and revegetation. An Erosion Control Plan as required under mitigation measure Geo.2 would ensure addressing potential erosion issues as referenced in the comment.
ERC-NL-8	The preference for rice straw bales as referenced in the comment has been added to mitigation measure Geo.2.
ERC-NL-9	Mitigation measure Bio.7, Oil Spill Contingency Plan includes as follows:" c. Spill response personnel shall be adequately trained for response in terrestrial environments, and spill containment and recovery equipment shall be maintained in full readiness. Inspection of equipment and periodic drills shall be conducted at least annually, and the results evaluated so that spill response personnel are familiar with the equipment and with the Project area including sensitive onshore biological resources."
ERC-NL-10	Mitigation measures Geo.4a, Bluff Stabilization Plan and measure Geo.4b, Bluff Stabilization During Pipeline Removals contain requirements consistent with the comment.
ERC-NL-11	Removal of all non-native trees as stated in the comment is not part of the Project, nor has it been identified as a mitigation measure for any Project impact. Non-native trees offer a number of benefits to the area including nesting areas for raptors and other birds; and screening of the facilities in the western (adjacent to Dump Road), northern, and eastern sides of the property. The City of Carpinteria considers tree windrows and individual trees important biological resources.
ERC-NL-12	The timing for various surveys is determined by City-approved biologists. In addition, the requirement for surveys no more than 90 days is for sensitive seagrass species that are not expected to change substantially within that time period.
ERC-NL-13	The Project is not expected to have a negative impact on any recreational areas such as Tar Pits Park and the Carpinteria Bluffs Trail. Decommissioning activities may have a temporary impact on aesthetics to recreational users along the bluff trails, and Tar Pits Park. These potential impacts would be short term and temporary. Access during construction will be maintained.
ERC-NL-14	Mitigation measures are proposed to ensure that impacts are reduced to less than significant for nesting birds.
ERC-SA-1	The Pitas Point Facility is owned by SoCalGas and has not been active for some time. The City is working with SoCalGas towards decommissioning of that facility separate from Chevron ongoing decommissioning efforts.
ERC-SA-2	The general location of the wells is provided as part of Figure 2-12, Facilities Not Proposed as Part of the Project. Three wells are located within the Buffer Zone Area/Drainage Area No. 4. One well is located adjacent to the southern property boundary south of the Chevron Pipeline Area. One well is located in the Tank 861 berm area immediately southeast of Tank 861. One well is suspected to be located within the Oil and Gas Facility Main Plant Area. One well is suspected to be located at the southern portion of the Main Plant Area.
ERC-SA-3	The comment regarding the Full Removal Alternative is noted.
ERC-SA-4	The comment regarding financial responsibility is noted.
ERC-SA-5	Mitigation measures were developed to ensure that the harbor seals rookery is adequately protected during the temporary abandonment of facilities south of the railroad tracks.

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ERC-SA-6	Chevron reserves their rights to use the private road to include possible temporary closure for safety reasons during decommissioning activities. Chevron has historically allowed pedestrian access via Dump Road; however, Dump Road remains a private road with no public access. There is no public vehicle access along that road. The City is working with Chevron on access issues separate from this Project and separate from the environmental document. Please see response to DA-4 above.
ERC-SA-7	The applicant has latitude to access its facility in a manner most conducive to efficiently decommission facilities within the Project Site. No restrictions as to points access were deemed necessary in the analysis of Project impacts.
ERC-SA-8	The Project includes a restoration and revegetation component to ensure adequate backfill of areas where facilities are removed and prevent erosion and cave ins.
ERC-SA-9	The offshore and onshore pipeline removal is slated to occur in a manner that would minimize impacts to the seal rookery.
ERC-SA-10	Pipelines east of the pier are appropriately identified and mapped.
ERC-SA-11	The DEIR describes all decommissioning activities that are proposed as part of the Project. Tree maintenance had to occur in advance of the DEIR issuance because of potential impacts to the public and to powerlines from falling trees and branches. These emergency activities are identified for reference but are not part of the proposed Project.
ERC-SA-12	The wells on the Project Site are identified based on the CalGEM databases.
ERC-SA-13	Temporary installation of barriers is necessary to reduce longer term impacts to seals throughout the duration of the decommissioning activities.
ERC-SM-1	Mitigation measures were developed to ensure that the harbor seals rookery is adequately protected during the temporary abandonment of facilities south of the railroad tracks.
ERC-SM-2	As suggested in the comment, impacts to the seal rookery would be limited to outside of the pupping season. In addition, various mitigation components are included as part of mitigation measure Bio.1g, Harbor Seal Rookery Monitoring and Protection to ensure that impacts to marine mammals are properly mitigated.
ERC-SM-3	The Final EIR has been corrected to reflect the fact that during the summer/fall months, when beach activities are permitted in the area, there is a substantial decrease in the number of seals in the area. This is a more apt description of the seals population that "largely abandoned".
ERC-SM-4	Impacts to the seals and to the Seal Rookery are analyzed in the EIR. Impacts were found to be significant and mitigable. As a result, mitigation measures have been included in the EIR to ensure that all impacts to the seals are adequately mitigated.
ERC-SM-5	The comment stating that all alternatives will have impacts to seals is acknowledged. The Project is considered beneficial in the long term because it will remove facilities no longer in use and impacts of the Project are expected to be short-term and temporary.
ERC-TF-1	Comment regarding Chevron's corporate responsibility is acknowledged. No specific comment on the Draft EIR is included and no additional response needed.
ERC-TF-2	Comment regarding natural seeps is acknowledged. No specific comment on the Draft EIR is included and no additional response needed.
ERC-TF-3	Comment regarding the conditions of the Project is acknowledged. No specific comment on the Draft EIR is included and no additional response needed.
ERC-TF-4	The DEIR contains information on the previous use of the Site as part of the Project Description.
ERC-VS-1	Mitigation measure Bio.1c, Pre-construction Wildlife Surveys, includes requirements to conduct surveys for monarch butterflies and includes a monarch butterflies management plan consistent with the intent of the comment.
ERC-VS-2	The proposed tree removal that is part of the Project would be located at least 800 feet from the known aggregation area and would not substantially modify the micro-environment within the aggregation area (wind, temperature). However, the mitigation measure Bio.1c, Pre-construction Wildlife Surveys, contains a requirement that "if

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	construction, tree removal, or tree trimming needs to occur within 500 feet of monarchs, the plan needs to include prohibition of activities that create excessive dust, vibration, or physical disturbance; and suitable setbacks from the edge of the groves to preserve habitat quality.” One discussion refers to the areas where tree removals would occur, while the other discussion is a requirement in the event that construction activities occur within 500 feet of monarchs.
ERC-VS-3	The City Biologist’s Reports have been reviewed and information added to the Biology Section as appropriate.
ERC-VS-4	Impacts to marine species related to underwater pipelines removal are discussed in section 4.3 Biological resources. In essence, noise related disturbances related to the pipeline removal activities would impact marine species having to avoid or move out of the Project Site. However, the pipeline removal activities are expected to be completed in less than two months and would therefore be considered temporary and similar to those level of disturbances from baseline conditions caused by normal vessel and near shore boat traffic in the Project vicinity. Noise impacts to marine species are not expected to result in substantial changes to populations of marine mammals or the breeding success of any marine species and are therefore considered to be less than significant.
ERC-VS-5	Offshore pipeline removal activities would be limited to a small, focused work area (about five acres) within the 20-mile-wide Santa Barbara Channel and pipeline removal will be temporary (approximately two months). Impacts to specific special-status marine species are addressed under impact Bio.1 above. Therefore, the Project is not anticipated to significantly affect any fish, marine mammal, or seabird movement.
ERC-VS-6	General underwater construction noise levels, related to pipe cutting and underwater excavation, are not anticipated to exceed harassment thresholds published by NMFS in the Technical Guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing. The major contributors to underwater noise from excavation jetting include sounds involving the movement of sediment, water, and air against the seabed, and ship machinery sounds associated with the lowering and lifting of equipment.
ERC-VS-7	As detailed in the Draft EIR, 1, the bluff and onshore pipeline removal shall be scheduled to occur between June 1 and November 30 to avoid pupping season. Project decommissioning activities within 1,000 feet of the rookery shall be scheduled to avoid pupping season (December 1 through May 31).
ERC-VS-8	Wetland W-1 will be replaced on a minimum 1:1 basis per the Applicant-proposed expansion of existing wetlands in the Drainage No. 4 Area. The temporary loss of 0.27 acre within W-5 will be mitigated at a minimum 1:1 ratio that shall include periodic monitoring to ensure the wetland naturally revegetates to pre-disturbance conditions. A coastal wetlands mitigation plan shall be prepared by the Applicant, approved by the City, and fully implemented within 120 days of the completion of soil remediation. The EIR preparers are not aware of wetland mitigation occurring within other previously revegetated efforts. However, the mitigation plan would ensure that there is no loss of other important habitat as a result of wetlands mitigation.
ERC-VS-9	Figure 4.3-10 depicts the tree inventory, and the 62 non-native trees slated to be removed as part of the Project. It does not include the trees removed in 2023 by Chevron as part of their tree maintenance program.
ERC-VS-10	According to the California Department of Fish and Wildlife, legal-sized Pismo clams are currently difficult to find anywhere in California. “Over the past century, Pismo clam abundance has seriously declined in many parts of its historic range due to several fishery-dependent and fishery-independent factors; however, recent Department and university surveys show a population spike of mostly young Pismo clams in San Diego, Pismo Beach and vicinity; and Santa Cruz County representing multiple year classes.” (https://marinespecies.wildlife.ca.gov/pismo-clam/) The proposed Project did not identify any potential impacts to Pismo clams.
Jon Lewis	
JL-1	The facilities mentioned in the comment are not part of this decommissioning Project and are outside of the scope of this environmental document.
C Kathleen Lord	
CKL-1	Seals are discussed under Pinniped Haul-Outs starting on page 4.3-39. Pacific Harbor Seals are more specifically discussed on page 4.3-53.

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CKL-2	Seals are discussed under Pinniped Haul-Outs starting on page 4.3-39. Pacific Harbor Seals are more specifically discussed on page 4.3-53.
CKL-3	Seals are discussed under Pinniped Haul-Outs starting on page 4.3-39. Pacific Harbor Seals are more specifically discussed on page 4.3-53.
CKL-4	The comment is acknowledged. There is no specific edit requested, and the preparers do not understand what the intent of the comment might be.
CKL-5	Seals are discussed under Pinniped Haul-Outs starting on page 4.3-39. Pacific Harbor Seals are more specifically discussed on page 4.3-53.
CKL-6	Table 4.3.4 Shows seals as present in the eastern portion of the pier. While seals may occasionally be present west of the pier, the notation is designed to provide information about the presence of seals the majority of the time.
CLK-7	The language in page 4.3-53 has been edited to reflect the comment as follows: “The harbor seal rookery is less populated by seals in the summer and fall, when there is seasonal public access and beach activities, which will correspond to when the proposed beach and offshore Project activities will occur...”
CKL-8	Offshore work for pipeline removal is supposed to be of short duration and as such, will not result in significant and unavoidable impacts. Impacts are considered significant and mitigable, and mitigation measures are included as part of the document to mitigate any impact to less than significant. In particular Mitigation Measure Bio.1f, Marine Wildlife Contingency and Training Plan Implementation and Bio.1g, Harbor Seal Rookery Monitoring and Protection would ensure that impacts to marine mammals are properly mitigated. Historically, substantial work has occurred offshore for multiple projects, including construction of platforms, installation of pipelines, electrical cables, the Carpinteria Pier, etc. and due to their temporary nature have not resulted in long term impacts to the seals. Recent seal population decreases have occurred throughout California in the last few years.
CKL-9	The comment seems to agree that the mitigation measures included in the DEIR will serve to protect the Harbor Seal Rookery. No additional response is needed.
Susan Mailheau, DVM	
SM-1	While Padre provided biological studies in support of the environmental document, MRS, on behalf of the City, provided a third-party independent peer review of the document and assessed the potential impacts and required mitigation measures for this Project.
SM-2	Noise and vibration are analyzed, and impacts are mitigated to less than significant. Mitigation measure Bio.1g, Harbor Seal Rookery Monitoring and Protection includes requirements for noise minimization and the use of noise dampening shields. The impact is expected to be less than significant with mitigation. In addition to the above, noise mitigation measure N.2a will reduce noise impacts to wildlife species by requiring noise reduction with noise walls and temporary noise blankets.
SM-3	The comment disagrees with the conclusion that impacts to seals are mitigable. Biologists from MRS (on behalf of the City) and Padre (on behalf of Chevron) have studied the potential impacts to seals as a result of this temporary Project and found that, with the mitigation measures put in place by the EIR, the impacts to seals will be mitigated to less than significant.
SM-4	The document has been modified to reflect that there is typically a substantial reduction of the seal population during the summer months, and not that the seal rookery is largely abandoned.
SM-5	The relevance of the comment is unclear. The EIR clearly describes potential impacts to seals and includes mitigation measures designed to ensure that potential temporary impacts are mitigated to less than significance.
SM-6	Please see earlier responses to comments on seals impacts above.
SM-7	As stated in the DEIR, “construction GHG emissions (including mobile sources) would exceed the Santa Barbara County threshold of significance and therefore GHG emissions, either directly or indirectly, may have a significant impact on the environment.” However, these impacts are considered mitigable and Mitigation Measure GHG.1, GHG Emissions Reductions, is included to ensure that all construction GHG emissions are appropriately mitigated.
SM-8	Please see earlier responses to comments on seals impacts above. As detailed in Section 4.3, Biological Resources, The Carpinteria harbor seal rookery is located approximately 270 feet from the east side of the Gail and Grace pipeline bundle and approximately 1,200 feet east of the Marketing and Marine Terminal Offloading

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	<p>Line Bundle beach, surf zone and bluff pipeline removal areas. Project decommissioning activities, including excavation, removal of cement armaments, removal of rip rap, cutting of the pipe into sections and pulling of pipe sections offshore, have the potential to cause a significant disturbance to harbor seals if they are hauled-out on the beach during Project activities. Although no injury or mortality is expected to occur, even Project-related foot traffic on the beach may cause hauled-out harbor seals to startle and flush into the water, which could qualify as a Level B harassment as defined by NOAA Fisheries (disrupting behavioral patterns). Beach/bluff and Surf Zone construction noise, related to operating heavy equipment, concrete demolition and ground disturbance has the potential to temporarily increase noise levels adjacent to the harbor seal rookery. The NOAA Fisheries has established in-air sound thresholds for sea lion and harbor seals that are set at 100 dB and 90 dB, respectively (Padre 2021c).</p> <p>As stated in the Project Description, surf zone pipeline removal operations would be scheduled to avoid the most sensitive periods (December 1 through May 31) when the haul-out area is in use by harbor seals. The harbor seal rookery is less populated by seals in the summer and fall, when there is seasonal public access and beach activities, which will correspond to when the proposed beach and offshore Project activities will occur; therefore, Project activities associated with pipeline removal are not expected to cause incidental harassment of Pacific Harbor Seal. However, decommissioning and remediation work conducted in adjacent areas when harbor seals are present may result in disturbance of this rookery, resulting in a potentially significant impact to this species.</p>
Randall Moon	
RM-1	Pipeline removal is scheduled to occur when the seal population is substantially diminished. In addition, mitigation measures are included to reduce impacts to less than significant. Finally, the Project is temporary and will result in overall improvement of conditions on the beach and result in a diminution of the potential for oil spills that could occur with the pipelines in operation.
RM-2	As stated in the DEIR, "In addition to year-round Federal and State protections, the City of Carpinteria closes the beach surrounding the rookery for 750 feet to the east and west of the colony from December 1 through May 31 of each year to minimize disturbance of breeding seals and seal pups. Public access and projects related to oil field operations are not allowed on this part of the beach during the seasonal closure." Contrary to the comment, the period of closure of the beach is related to the seals breeding and pupping season, and minimizing impacts during that time is critical to the rookery.
RM-3	The requirements for a third-party monitor have been specified in the mitigation measures as noted in the comment. Additional clarification has been added to Mitigation Measure Bio.1g in response to the comment.
RM-4	Seal watch members have requested coordination and participation in other comments to the DEIR and their inclusion is seen as beneficial to the seal protection as part of the mitigation measures for this Project.
RM-5	While the proposed Project is required to avoid the pupping season, there are also a number of other requirements within the document intended to reduce the impacts of this temporary beneficial Project to less than significant. Specifically, Mitigation Measure Bio.1g, Harbor Seal Rookery Monitoring and Protection, contains a number of protective requirements,
Santa Barbara Channelkeeper	
SBC-1	The Full Removal Alternative was included as part of the DEIR to analyze the potential impacts of removal of all facilities within the property. However, in response to letters from CalGEM and the California Coastal Commission, it is clear that there are no regulatory requirements for well plugging and abandonment and that the seeps are considered natural and not required to be remediated.
SBC-2	As suggested in the comment, impacts to the seal rookery would be limited to outside of the pupping season. In addition, various mitigation components are included as part of mitigation measure Bio.1g, Harbor Seal Rookery Monitoring and Protection to ensure that impacts to marine mammals are properly mitigated.
Santa Barbara County Air Pollution Control District	
APCD-1	The additional Project activities requested have been added to Table 1.2.

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APCD-2	Equipment, pipeline, and surface materials deemed hazardous would be included in the estimated trips to Buttonwillow (201 miles) included in the air emission calculations. Estimated trips to Buttonwillow include Chevron Pipeline Area (2), Former Marketing Terminal Area (20), Shop and Maintenance Area (2), Main Plant Area (56), and MSRC Lease Area (10) for a total of 90 trips.
APCD-3	Emissions for Ventura, Los Angeles, Kern, and Kings counties along with applicable thresholds have been added as Table 4.2.7.
APCD-4	To address the potential for odors, the following mitigation measure was added to the discussion of AQ impact #2, and the impact classification was revised to less than significant with mitigation (Class II). AQ.1 Odor Control and Purging Plan: The Applicant shall submit an Odor Control and Purging Plan that includes the use of degassing systems for equipment and pipeline purging operations that may be required and includes proactive measures to eliminate or reduce objectionable odors emanating from construction and decommissioning activities, and an action plan if odor issues or complaints arise.
APCD-5	A HRA has been prepared for the construction and trucking emissions and is included as Appendix C. The HRA utilized HARP2 and included area sources for all construction areas as well as trucks within 1000 feet of the Project Site. The duration of the exposure is based on 3 years starting at the third trimester, as per CAPCOA guidance for short term projects. The approach follows the requirements in SBCAPCD form-15i. HARP2 files have been added to Appendix C. Risk levels are shown to be below the thresholds at the residential and fence line (for acute) receptors.
APCD-6	A HRA has been prepared for the construction and trucking emissions and is included as Appendix B. See the response to APCD-5 above.
APCD-7	The text in Section 4.6 and Table 4.6-6 have been revised per the comment.
APCD-8	Text has been revised in Section 4.2.2.3, Local Regulations, providing additional detail on the District's role in the Project permitting and CEQA review.
APCD-9	Marine vessel permitting requirements have been added to Section 4.2.2.3, Local Regulations under sub-heading SBCAPCD Permits.
APCD-10	Diesel engines and the PERP requirements have been added to Section 4.2.2.3, Local Regulations under sub-heading SBCAPCD Permits.
APCD-11	Authority to Construct and/or Permit to Operate requirements have been added to the discussion of contaminated soils in Section 4.2.2.3, Local Regulations under sub-heading SBCAPCD Permits.
APCD-12	District requirements for asbestos demolition/renovation have been added to Section 4.2.2.3, Local Regulations under sub-heading SBCAPCD Permits.
APCD-13	District requirements for ROC storage have been added to Section 4.2.2.3, Local Regulations under sub-heading SBCAPCD Permits.
APCD-14	District requirements for pipeline purging have been added to Section 4.2.2.3, Local Regulations under sub-heading SBCAPCD Permits. Mitigation measure AQ.1, Odor Control and Purging Plan, has been added to address the potential for odors.
APCD-15	District Rule 345 has been added to the discussion of fugitive dust in Section 4.2.2.3.
APCD-16	Diesel truck idle time requirements have been added to Section 4.2.2.3, Local Regulations under sub-heading SBCAPCD Permits.
Santa Barbara County Flood Control District	
FCD-1	The Final EIR has been amended in response to the comment.
FCD-2	The statement has been deleted in response to the comment.
Amrita Salm	
AS-1	Several Site-wide and localized Site assessment events and impacted soil remediation activities have been completed at the Project Site between the 1980s and 2019. The Environmental Protection Agency, the Regional Water Quality control Board and the Santa Barbara County Public Health Department, Environmental Health Services Division have been regulating the Site for a number of years and have determined cleanup levels for the Site in consideration of the contaminated material left to remediate and the previous remediation activities that

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	have occurred at the Site. It is expected that the Site would be remediated to support the highest possible unrestricted land use.
AS-2	Hazardous Soil, Concrete, Pipelines are slated to be taken to Buttonwillow (Kern County) and/or Kettleman City (Kings County). Non-Hazardous Soil would be taken to Waste Management (Simi Valley, Ventura County) and/or McKittrick, Buttonwillow (Kern County).
AS-3	The Buffer Zone is the area behind Arbol Verde Street.
AS-4	Scrap Steel, Clean Asphalt, or Clean Concrete for Recycling would be taken to State Ready Mix Recycling - Asphalt and Concrete (Oxnard, Ventura County) Standard Industries - Steel, (Ventura, Ventura County).
AS-5	The Environmental Protection Agency, the Regional Water Quality control Board and the Santa Barbara County Public Health Department, Environmental Health Services Division are regulating the Site and would ensure that the Site is appropriately remediated. In addition, the City of Carpinteria will have oversight for the conditions of approval for the Project that include requirements for restoration of the Project Site.
AS-6	Various mitigation components are included as part of mitigation measure Bio.1g, Harbor Seal Rookery Monitoring and Protection to ensure that impacts to marine mammals are properly mitigated.
AS-7	Class I impacts are limited to potential for oil spills that could occur during the implementation of the Project. However, by conducting the Project, potential long-term impacts will be diminished, and the Project's overall effects would be beneficial. Project impacts to the Seal Rookery are expected to be temporary in nature and mitigated with a variety of requirements as part of mitigation measure Bio.1g. Impacts of housing on the Project Site are not analyzed under this environmental document and are considered speculative at this time.
AS-8	Chevron is the Project proponent and is responsible for all the costs associated with the Project.
Betty Songer	
BS-1	The City of Carpinteria will monitor compliance with all conditions of approval that get adopted as part of permitting the Project. The APCD has reviewed and commented on the Draft EIR and will be available in the event the City needs additional air quality expertise.
BS-2	Wells Nugent 1 and Nugent 2 are suspected to be in the Buffer Zone area. Both wells are described as dry holes and no contamination related to those wells is expected. No additional contamination has been found in the area and no remediation is proposed. In December 1999 an 18,000-gallon capacity diesel fuel underground storage tank (UST) previously used to fuel boats at the Casitas Pier was removed and transported offsite to Standard Industries located in Ventura, California for recycling.
BS-3	Project impacts to the Seal Rookery are expected to be temporary in nature and mitigated with a variety of requirements as part of mitigation measure Bio.1g.
BS-4	Impacts of housing on the Project Site are not analyzed under this environmental document and are considered speculative at this time.
United States Army Corps of Engineers	
USACE-1	Chevron is aware of potential requirements for permits that might be needed from the United States Army Corps of Engineers. No specific comment is provided on the Draft EIR and no additional response is needed.
Charis van der Heide	
CV-1	With regard to the tree work in 2023, that action is not associated with the EIR, but information on Monarchs associated with that action may be used, such as recommended work buffers or other protection measures, timing of surveys and tree removals, etc. A Tree Maintenance and Hazard Reduction Plan (Plan) was prepared to support a significant tree maintenance activity for the elimination of safety hazards at the Carpinteria Oil and Gas Processing Facility. Recent storms during the 2022-2023 winter season resulted in significant tree instability and several tree failures (a total of 12 trees) at the Project Site or falling onto the Project Site from adjacent land, with targets being subject to hazardous conditions, including high voltage transmission lines, buildings, pedestrians, and vehicles. As a result, Chevron elected to have the trees evaluated for risk of failure and determine proper mitigation measures to reduce or

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	<p>eliminate hazardous conditions. This evaluation was conducted by an International Society of Arboriculture (ISA) Certified Arborist and Certified Tree Care Professional (Branch Out Tree Care). A total of approximately 608 trees were evaluated throughout 12 areas within the Project Site to identify the needs for maintenance. The evaluation identified that in some instances, the cause of recent tree failures and potential additional failures was high soil saturation in conjunction with structural weakness caused by fungal root decay. This activity was not considered part of the Project as it needed to occur on a timely basis to prevent any damage.</p> <p>Fall and winter surveys focusing on monarch butterflies were performed by Padre on behalf of Chevron at the Site in the years leading up to the tree maintenance activity, including December 14, 2020 (2 patrolling individuals, no aggregations observed), February 2, 2021 (no aggregations observed), February 15, 2021 (no aggregations observed), October 21, 2022 (no aggregations observed), and January 18, 2023 (individual monarchs, but no aggregations observed). Pre-activity surveys were then conducted in March 2023, followed up by daily biological monitoring of the tree maintenance activities. Beginning in October 2023, biological monitoring focused on the arrival of any monarch butterflies, which resulted in no observations of aggregating butterflies within or near the tree maintenance area throughout the remainder of the work activity. Upon a follow-up visit, Padre observed approximately 1,025 monarch butterflies aggregating in the Buffer Zone on December 12, 2023. Therefore, we believe proper due diligence was performed, and the overall Site is still performing as a suitable monarch roost.</p> <p>Regarding the subject of ESHA, according to the City's Environmentally Sensitive Habitat overlay, only the Buffer Zone and Bluffs are formally mapped as ESHA. The entire area along both sides of Dump Road, from Carpinteria Ave to the Bluffs, is mapped as Coastal Dependent Industry or Planned Unit Development according to the City's Land Use Map. The known monarch butterfly roost area at the Dump Road/Gate 1 intersection has been analyzed and included in the analysis and to areas to be protected. No work is currently planned in this area. If work becomes necessary, it will be incorporated into and performed in accordance with the required Monarch Butterfly Management Plan.</p> <p>No tree removals are planned at the Dump Road/Gate 1 area as part of the decommissioning work. The EIR provides protection for all monarch butterfly roosting habitat, which applies not only to the Buffer Zone, but also to the Dump Road/Gate 1 area. The full implementation of mitigation measures for the Project, including a Monarch Butterfly Management Plan, will require the preservation for monarch aggregation areas throughout the Project.</p>
Ventura County Resource Management Agency	
RMA-1	<p>There are no biological species that would be affected as a result of the proposed Project in Ventura County. The comment does not specifically state what species could be affected by the proposed Project within the boundaries of the County of Ventura. Transportation of materials through Ventura County is not expected to incur any impact to biological resources. All facilities slated to receive materials are appropriately permitted to receive materials substantially in excess of those produced by the Project. As outlined below, the proposed Project will not result in any exceedance of the permitted capacities of these facilities or result in any additional potential impacts on biological resources beyond those associated with ongoing operation of those facilities.</p> <p>The biological resource discussions in the Draft EIR include a detailed discussion of regional and local terrestrial and marine biological resources. The DEIR provides mitigation measures as applicable for any biological impacts. These measures are intended to reduce potential adverse impacts to biological resources throughout the Project Site and regionally.</p>
RMA-2	<p>Table 2-6 has been revised in response to the comment and additional information is included on the volumes of material to be directed to the various receiving facilities. The technical information on the table has been provided for the purpose of addressing comments received regarding Project demolition and the remaining capacity of proposed waste receiving locations. It is important to note that these options presented are intended to provide the anticipated scenario with respect to Project implementation. However, if a receiving facility has reached capacity or is unable to support Project activities by the time permits have been issued and the Project is</p>

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	implemented, an alternative receiving facility capable of accepting the waste for recycling or disposal would be identified.
RMA-3	<p>With regards to trip generation and timing, the conservative worst-case day utilizing the shortest trucking route to Waste Management Simi Valley or State Ready Mix could allow for up to 2.5 trips/day x 16 trucks or approximately 40 truck roundtrips per day to/from the Project Site; however, the average day will more likely utilize approximately 16 trucks total per day. As 5,445 truckloads total are required, (5,445/16 trucks per day); approximately 340 intermittent hauling days throughout the 3-Year Project construction timeframe would therefore be required. We are unable to provide an estimated number of trips per month, as that number would fluctuate based on the Project phase and would be a less conservative estimate if an average was provided.</p> <p>The materials volumes and associated truck trips are based on conservative estimates provided in the Project Application package. The Project will coordinate with each of the potential disposal site operators to verify Project-related truck trips and material volumes do not exceed the facility-permitted capacity. Based on communications with the operators of these facilities, as currently proposed, the Project would not result in the identified facilities exceeding the permitted levels of activity at each facility. Below are the proposed waste receiving facilities and remaining capacities:</p> <p>Buttonwillow (Kern County). Clean Harbors Buttonwillow is located at 2500 West Lokern Road, in Buttonwillow, California. The facility has a maximum permitted throughput of 10,500 tons per day. The facility has a maximum permitted capacity of 13,250,000 cubic yards and an anticipated cease of operation date of 2040(Cal Recycle, 2024).</p> <p>WM McKittrick Waste Landfill (Kern County). The McKittrick Waste Landfill is located at 56533 Highway 58 in McKittrick, California. The daily capacity is 3,500 tons per day, and the remaining capacity is approximately 769,790 cubic yards of a maximum permitted capacity of 5,474,900 cubic yards (Cal Recycle, 2024).</p> <p>Kettleman Hills (Kings County). Kettleman Hills Facility is located at 35251 Old Skyline Road in Kettleman City (Kings County). Kettleman Hills is a fully permitted, 1,600 acre hazardous waste treatment, storage and disposal facility. Approximately 499 acres are currently available. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day, but typically received an average of only about 1,350 tons. The Landfill has a remaining capacity of 4.9 million cubic yards (30+ years) (WM, 2024).</p> <p>Grimes Rock, Fillmore (Ventura County). Grimes Rock is located at 3500 Grimes Canyon Road in Fillmore, California. Grimes Rock is one of the largest construction aggregate processing plants in Ventura County and produces a variety of aggregate products. Grimes Rock would be available to provide recycling of concrete or asphalt waste from demolition activities at the Onshore Facility.</p> <p>Waste Management (WM) Simi Valley (Ventura County). Non-hazardous impacted soils would be transported by truck to the Simi Valley Landfill located at 2801 Madera Road in Simi Valley, California. The Simi Valley Landfill provides approximately 60 percent of Ventura County's daily refuse disposal needs, and 75 percent of all tons accepted at the facility originate in Ventura County. The facility is permitted to accept up to 3,000 tons per day of refuse and can accept 6,250 tons per day of recyclable materials (WM, 2023). The remaining capacity is approximately 82,954,873 cubic yards (Cal Recycle, 2024).</p> <p>State Ready Mix Recycling, Oxnard (Ventura County). Demolished concrete or asphalt would be transported to State Ready Mix located at 3127 Los Angeles Avenue in Oxnard, California, for recycling. State Ready Mix accepts all types of demolition concrete and asphalt and recycles it into road base material that can be reused in future road pavement construction. This facility is one of the largest certified asphalt and concrete recyclers in Ventura County (State Ready Mix, 2023). Since processing concrete through State Ready Mix Recycling does not require long-term storage, total remaining capacity of this facility is not applicable. Daily capacity is dependent</p>

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	<p>upon remaining space available at the time, and would be coordinated with State Ready Mix with respect to timing for processing. Concrete or asphalt would be temporarily staged onsite until the facility can accommodate the material. Additionally, the facility is regularly inspected by Ventura County Integrated Waste Management Division.</p> <p>Standard Industries, Ventura (Ventura County). Recyclable steel material generated during proposed Project decommissioning activities would be transported to Standard Industries located at 1905 Lirio Avenue in Saticoy, California. Standard Industries is a private, 10-acre recycling facility in Ventura County. Standard Industries will receive the scrap material and then process it for recycling and reuse. Daily capacity is dependent upon the remaining space available at the time and would be coordinated with Standard Industries with respect to timing for processing. Recyclable steel would be temporarily staged onsite until the facility can accommodate the material. Additionally, the facility is regularly inspected by Ventura County Integrated Waste Management Division.</p> <p>Gold Coast Recycling, Ventura (Ventura County). Gold Coast Recycling and Transfer Station is located at 5275 Colt Street in Ventura, California. This facility would be utilized for the small portion of waste generated from proposed Project decommissioning activities that cannot be recycled. The facility is 75,000 square feet and works in conjunction with Harrison Industries for waste receiving and processing.</p> <p>Items that cannot be recycled are most likely taken by Gold Coast and Harrison to the 343-acre Toland Road Landfill in Santa Paula, California, that has a maximum permitted throughput of 2,864 tons per day and has approximately half of their capacity left (16,068,864 cubic yards) (Cal Recycle, 2023).</p>
RMA-4	<p>The alternatives for offshore pipeline disposal and potential environmental justice impacts are discussed below.</p> <p>POLB Disposal Alternative to SA Recycling. SA Recycling is located within an area that has been identified by OEHHHA as being an area with high pollution, but low population. In the event that the offshore pipelines are brought to the POLB, they would be offloaded directly to SA Recycling in the POLB for processing/recycling. No trucking would be required.</p> <p>Port Hueneme Disposal Alternative to Standard Industries, Saticoy. As an alternative to transport to and recycling within the POLB, the materials barge could alternatively take the cut pipeline segments to Port Hueneme for onshore transit to Standard Industries (or equivalent) in Ventura County. From Port Hueneme, the most immediate route for hauling will be northward on Victoria Avenue and eastward onto Vineyard Avenue to access the industrial area of Saticoy and Standard Industries. Alternative routing could be northeast on Pleasant Valley Road and northward on Rice Avenue to avoid populated areas or peak traffic conditions. Based on a maximum single truck weight of 18 tons, it is estimated that approximately 141 round trips total to Standard Industries will be required to transport 2,538.68 tons of pipeline waste.</p> <p>The transportation corridor along Victoria Avenue includes populations that experience 40 to 67 percent vulnerability to overall environmental burden (meaning between 33 to 60 percent of census Tracts in California have a greater population vulnerability or overall environmental burdens). These scores can be primarily attributed to pesticide exposure, as Victoria Avenue travels through an active agricultural area, drinking water threats, and traffic. Due to the existing overall environmental burden to communities located along the proposed transportation route, the addition of additional transportation in this area would have the potential to create impacts that have the potential to affect disadvantaged communities within this area.</p> <p>However, as described in the Project EIR, mitigation could include avoidance of the Victoria Avenue corridor during peak traffic hours and instead utilizing an Alternative route heading northeast on Pleasant Valley Road and Rice Avenue, which are less populated areas. However, this alternative was not proposed as the primary routing due to these routes having a higher existing environmental burden as identified by OEHHHA.</p>
RMA-5	<p>A Transportation Plan has been proposed as part of the Proposed Project and will be submitted to the City as part of its Grading and Demolition Plans.</p>

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RMA-6	The Remedial Act Plans (RAP) for the proposed Project are under the jurisdiction of the U.S. Environmental Protection Agency (EPA) for PCB-impacted soils and groundwater. The County of Santa Barbara Public Health Environmental Health Service Department for non-PCB-impacted soils and groundwater. A request to review and comment on the respective RAP's will need to be made to the EPA and County of Santa Barbara Environmental Health Services.
RMA-7	A Monarch Habitat Management Plan will be developed and implemented to protect monarch overwintering habitat and will include a completed assessment and associated consultations. The plan will include details describing which trees shall not be impacted by construction or tree trimming, a scheduling plan that would require the construction phase of the Project to begin before the arrival of monarchs (typically October 1) or after they depart (typically March 1); surveys by an approved biologist during the construction to verify habitat condition and roosting activity; if construction, tree removal, or tree trimming needs to occur within 500 feet of monarchs, the plan will be required to include prohibition of activities that create excessive dust, vibration, or physical disturbance; and suitable setbacks from the edge of the groves to preserve habitat quality.
RMA-8	The following measure has been proposed by the applicant. If work is scheduled to occur during the avian nesting season (February 1 to August 31), a qualified, City-approved biologist will conduct pre-construction bird surveys to avoid potential impacts to raptors, special status breeding birds, and other nesting birds protected by the Migratory Bird Treaty Act. The survey shall include approximately 500 feet around construction work areas or to the limits of the property lines if they are closer than 500 feet of these areas. The applicant shall delay construction work until (a) after August 31 or (b) until continued monitoring demonstrates that the nest is vacated and juveniles have fledged, or (c) a species-specific buffer zone recommended by a qualified biologist is established in accordance with applicable requirements and/or best management practices. Please see Mitigation Measure Bio.1c, Pre-construction Wildlife Surveys and Protection.
RMA-9	Based on current published data and onsite surveys, the Yuma bat has not been observed at the Project Site. Pre-activity surveys will be completed prior to demolition activities and will include both avian and bat species. As necessary, avoidance or relocation measures will be implemented in consultation with CDF&W and USFWS.
Xerces Society	
XS-1	<p>The Xerces Society mapping of the monitoring sites was not publicly available at the time of the Chevron application submittal. To our knowledge, the website's interactive map was only launched in 2024. Up until very recently, only tabular data with the Site Name "Oil & Gas Buffer Zone, Carpinteria" was given for location information on their website. To our knowledge, Meade (2018) is not publicly available nor is the study contained in the EIR administrative record for which reliable analysis can be performed. Furthermore, clarification is requested on the extent of Xerces Society survey areas as the Meade report's apparent reference to "this site" is unclear. Citations must be scientifically sound and publicly available.</p> <p>Chevron has on record biological surveys performed with a special focus on the presence or absence of monarch butterflies at various locations throughout the Oil & Gas Facility and the Buffer Zone, indicating the due diligence conducted to avoid impacts to the species. These surveys include (but are not limited to) December 14, 2020 (2 patrolling individuals, no aggregations observed), February 2, 2021 (no aggregations observed), February 15, 2021 (no aggregations observed), October 21, 2022 (no aggregations observed), and January 18, 2023 (individual monarchs, but no aggregations observed).</p> <p>The tree maintenance activity was a separate project that is not part of the scope of this Project, and therefore would not expect to be part of the record for this EIR. However, the aforementioned surveys, plus formal pre-activity surveys specifically for the tree maintenance activity were performed on March 3, 6, and 7, 2023, before that work was conducted.</p> <p>Monarch butterfly surveys during the overwintering season were not omitted, both inside and outside of mapped ESHA, as the comment asserts. Chevron protected monarch butterflies while implementing an activity of importance to human safety (mitigating tree hazards, evidenced by multiple tree failures) while Chevron was still actively operating and managing its property. A formal pre-activity biological survey was performed over three (3)</p>

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	<p>days on March 3, 6, and 7, 2023. Results were attached to the Tree Maintenance and Hazard Reduction Plan, labeled Biological Survey Report, indicating “Individual monarch butterflies were observed within and around the proposed work area, but no aggregations were observed.” Recommendations in the survey report stated, “Should aggregations of monarch butterflies be observed within any trees due to be trimmed or removed, work should be stopped, and crews should contact a qualified biologist to provide conservation recommendations.” Daily biological monitoring throughout the entire tree maintenance activity demonstrated that no aggregating monarch butterflies were affected. This included reinitiating a special focus on any monarch butterflies arriving in the area in October 2023. No aggregations were observed during the tree maintenance activities, but after work had ceased, aggregations were observed in the Buffer Zone in December 2023, totaling approximately 1,025 butterflies, according to Padre biologists. This work is not part of the EIR record because it is not part of the scope of the Project and was previously completed.</p> <p>According to the CDFW website, obtaining a permit “applies to handling monarchs, removing them from the wild, or otherwise taking them for scientific or propagation purposes, including captive rearing.” Chevron has not, and will not, handle or remove monarch butterflies from the wild as part of the Project work. Separately, the Project will also implement avoidance and minimization measures that will prevent any need for a handling permit from CDFW.</p> <p>Prior tree maintenance work is not part of this Project scope which is why this information is not present in the EIR record. Additionally, no significant impacts to monarch aggregations occurred during this work as suggested in the comment. Safety concerns necessitated the prior maintenance of the trees referenced in the comment, which have historically been pruned and topped and are already showing signs of regenerative growth. Multiple tree failures were recorded in 2022 and 2023, and the risk for injury to workers onsite was significant. The timing of the work avoided both the peak monarch overwintering season and breeding bird season, each of different seasonal periods, to the extent feasible, and biological oversight was provided to monitor and initiate stop-work if monarch butterflies were observed in sufficient numbers to constitute an aggregation.</p> <p>The presence of monarchs was observed during these activities, but only in very low numbers, patrolling the area and not aggregating within the trees prescribed for maintenance or any nearby trees. Thus, the biological monitor did <u>not</u> document that the activity disturbed or disrupted overwintering monarch butterflies while removing roosting sites and habitat. None of the trees directly within the known roost sites were removed and instead were pruned according to the approved Tree Maintenance and Hazard Reduction Plan. In addition, special protection and avoidance measures were implemented at known roosting sites in the Buffer Zone, which provides an alternative, better-sheltered habitat and was observed by biological monitors to be occupied by aggregating monarch butterflies in December 2023.</p> <p>Tree maintenance activities were separately approved and conducted and not part of the Project that is addressed by the EIR. As previously stated, tree maintenance activities had separate utility and purpose and were conducted to address existing safety concerns that impacted the ongoing management of Chevron’s private property. City Planning staff thoroughly reviewed and commented on the Tree Maintenance and Hazard Reduction Plan submitted by Chevron to comply with the City’s General Plan and Local Coastal Plan Objectives and Guidelines while recognizing that the work was required for safety purposes.</p>
XS-2	<p>Based on a comparison of the current monarch aggregation data with the Draft EIR, the language and figures in the Draft EIR sufficiently address potentially significant impacts to the monarch butterfly. Figure 4.3-6, Special-Status Wildlife Species, presents the California Natural Diversity Database (CNDDB) records of overwintering monarch butterflies, showing the overwintering site extending from the Buffer Zone, east to Dump Road. Also, Section 4.3.4, describes the potential impacts by stating, “...Project-related heavy equipment activity would occur immediately adjacent to the aggregation area, which may disturb roosting Monarch butterflies and result in some mortality, if present during construction. Potential impacts to Monarch butterfly habitat from Project related activities including tree removal and trimming, and noise-related impacts are considered potentially significant”.</p>

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	<p>All available information will be used for full implementation of mitigation for the Project. These data will also support and be incorporated into the development of the required Monarch Management Plan.</p> <p>The EIR already recognizes and adequately addresses the concern raised in the comment, including the need to mitigate dust impacts during the Project. Section 4.2.2.3, Dust Control, discusses mitigation measures in the Geology and Hazardous Materials sections which describe the County Air Pollution Control District regulations and requirements for dust control measures. Implementation of these measures will mitigate dust impacts on overwintering monarch butterflies. In addition, Mitigation Measures Bio-1c states: "A monarch management plan shall be prepared prior to any construction activities. The plan shall include details describing which trees shall not be impacted by construction or tree trimming, a scheduling plan that would require the construction phase of the Project to begin before the arrival of monarchs (typically October 1) or after they depart (typically March 1); surveys by an approved biologist during the construction to verify habitat condition and roosting activity; if construction, tree removal, or tree trimming needs to occur within 500 feet of monarchs, the plan needs to include prohibition of activities that create excessive dust, vibration, or physical disturbance; and suitable setbacks from the edge of the groves to preserve habitat quality." No new or different information is presented that suggests the EIR analysis or mitigation measures would not be sufficient to mitigate this potential impact.</p>
XS-3	<p>According to the City's Environmentally Sensitive Habitat overlay, currently mapped ESHA is limited to the Buffer Zone and Bluffs. With regard to the EIR, the definition of ESHA acknowledges that designations in the land use plan are not definitive and other areas that support sensitive resources, which could be easily disturbed or degraded by human activities would also be considered ESHA. The EIR considers all areas that support Monarchs and their habitat as sensitive and will be incorporated into the development of the required Monarch Management Plan to be used for implementation of mitigation for the Project.</p>
XS-4	<p>At the time of the Biological Study preparation in June 2021, the available data showed an absence or near absence of aggregations for several years; hence the use of the term "historically" (e.g., between 2018 and 2020, Xerces data indicate that as few as 3 to 46 butterflies were counted. To date, of the 13 out of 26 years that Xerces has collected data there, 8 of those years had less than 100 butterflies). Nonetheless, the term "historically" was not used to minimize the presence or potential presence of roosting monarch butterflies but rather to confirm the presence of these roosts regardless of this decline in numbers for several years and, therefore, their need for protection. We recognize the monarch butterfly rebound in recent years and the presence of more than one monarch roost, regardless of whether they are used or not used each year. EIR mitigation measures will protect these monarch roosts during the implementation of the Project, including the development and implementation of the required Monarch Management Plan.</p> <p>The term "historical" was deleted from the Monarch butterfly description in the EIR Table 4.4-3 Special Status Wildlife Species; and this term was not used in the discussion of Monarch butterflies in the EIR.</p>
XS-5	<p>Please see response to XS-4 above.</p>
XS-6	<p>We appreciate Xerces Society's clarification on where the Thanksgiving count is located at the Site. This paragraph does not state or imply that a statewide decline warrants the explanation that a site has become "historic." Rather, the text was intended to show that the decline at the Site is consistent with statewide observations of decline that warranted the listing and accurately reflected the conditions at the time of the Biological Study. We recognize the monarch butterfly rebound in recent years and the presence of more than one monarch roost, regardless of whether they are used or not used each year. All available information will be used for full implementation of mitigation for the Project. These data will also support and be incorporated into the development of the required Monarch Management Plan.</p>
XS-7	<p>The quoted statement was not intended to imply that monarch butterflies are expected to be permanently absent from the Site, but rather that the scientific data reported in the USFWS species status assessment (SSA) did not clearly apply to the Site and simply that those effects were likely more apparent in other locations along their migratory route of the western United States. The Biological Study intentionally makes no assertion as to why there was a decline in monarch butterfly numbers for several years at the Site because the mild climate (with little variation) at the time of the Biological Study's preparation did not appear to be affected by the habitat or non-</p>

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	habitat mediated climatic changes the SSA describes. We recognize the monarch butterfly rebound in recent years and the presence of more than one monarch roost, regardless of whether they are used or not used each year. All available information will be used for the full implementation of mitigation for the Project. These data will also support and be incorporated into the development of the required Monarch Management Plan.
XS-8	The term "historical" was not used to minimize the presence or potential presence of roosting monarch butterflies but rather to confirm the presence of these roosts regardless of this decline in numbers for several years and, therefore, their need for protection. We recognize the monarch butterfly rebound in recent years, including their use not only at the Buffer Zone but also at the Dump Road/Gate 1 entrance area, regardless of whether they are used or not used each year. This information is helpful, but as stated above, it does not change the Draft EIR findings of potentially significant impacts on monarch butterflies and the need to protect these roost sites. All available information will be used for the full implementation of mitigation for the Project. These data will also support and be incorporated into the development of the required Monarch Management Plan.
XS-9	See response to XS-8 above.
XS-10	See response to XS-8 above.
XS-11	<p>The 60 trees proposed for removal are at least 600 feet east or southeast of known monarch aggregation areas. These trees are located downwind of the aggregation areas, with prevailing winds predominantly originating from the north and west along the Carpinteria coast. Wind protection by these trees for known monarch roosts is considered negligible because they are downwind of the prevailing wind direction and are too far away from the sites to provide any meaningful wind protection.</p> <p>Based on the available biological surveys, the trees proposed for removal are not occupied by monarch aggregations. Comment does not provide any survey data suggesting otherwise.</p>
XS-12	No trees within known monarch butterfly aggregation areas, both within and outside the Buffer Zone, are proposed for removal. Due to their non-native origin and potential invasiveness, there are no plans to plant additional blue gum trees at the Site. Rather, at least 600 blue gum trees will remain at the Site during the implementation of the Project's tree protection measures.
XS-13	<p>The Tree Maintenance and Hazard Reduction Plan is not part of the proposed Project and was a safety related Project that had independent utility and purpose, and a review of issues related to that project is not properly within the purview of this EIR. The City completed the review and approval of the Plan as a separate activity, and that work has already been completed.</p> <p>Biological oversight was performed to determine that no direct impacts on roosting monarch butterflies occurred, as no butterflies had arrived in the area yet in sufficient aggregation numbers. In addition, the documentation of roosting monarch butterflies one month later in the Buffer Zone is an indication that the overall Site was still providing sufficient roosting habitat. The trees along Dump Road are being allowed to regrow and are showing rapid signs of recovery.</p>
XS-14	Please see responses above XS-1 to XS-13.
XS-15	Please see responses above XS-1 to XS-13.
XS-16	Please see responses above XS-1 to XS-13.
XS-17	Please see responses above XS-1 to XS-13.
XS-18	Please see responses above XS-1 to XS-13.
XS-19	The Biological Survey Report states, "Special focus paid to presence or absence of nesting passerine birds and raptors, monarch butterfly aggregations, and reptiles." Therefore, we believe monarch butterflies were given equal attention as nesting birds.
XS-20	March 6, 2023, is only one of many survey dates performed at that location. These survey dates include (but are not limited to) December 14, 2020 (2 patrolling individuals, no aggregations observed), February 2, 2021 (no aggregations observed), February 15, 2021 (no aggregations observed), October 21, 2022 (no aggregations observed), January 18, 2023 (individual monarchs, but no aggregations observed), and March 3, 6, and 7, 2023 (no aggregations observed). The survey information has been added to the EIR, as well as information from the

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	City of Carpinteria 2023 Environmental Review and Monitoring Status report, which noted a Monarch butterfly roost found within the Buffer Parcel identified as a new roost spot approximately 200 feet to the northwest of the previous roost (a casual count estimated the number of butterflies at 500).
XS-21	The contents of the Preliminary Restoration/Revegetation Plan apply solely to the Project related activities described in the EIR. Prior projects performed for safety purposes and with independent purpose and utility are not addressed by this EIR. Once the Project is finalized, a final Restoration/Revegetation Plan will be developed and then implemented upon Project completion.
XS-22	This section is intended specifically for tree protection. Protection of monarch butterfly trees is addressed separately in the Biological Resources section of the EIR (e.g., mitigation measure Bio-1c), which states: "A Monarch Management Plan shall be prepared prior to any construction activities. The plan shall include details describing which trees shall not be impacted by construction or tree trimming..."
XS-23	Chevron has proposed planting lemonade berry, a functionally similar shrub as toyon, along with the other native species listed in the Project's Restoration/Revegetation Plan upon completion of the Project and initiation of restoration activities. Separately, for Project-related activities, implementation of Mitigation Measures Bio-1c states: "A Monarch Management Plan shall be prepared prior to any construction activities. The plan shall include details describing which trees shall not be impacted by construction or tree trimming, a scheduling plan that would require the construction phase of the Project to begin before the arrival of monarchs (typically October 1) or after they depart (typically March 1); surveys by an approved biologist during the construction to verify habitat condition and roosting activity; if construction, tree removal, or tree trimming needs to occur within 500 feet of monarchs, the plan needs to include prohibition of activities that create excessive dust, vibration, or physical disturbance; and suitable setbacks from the edge of the groves to preserve habitat quality." Mitigation specific to prior completed activities that are not part of the Project is outside the scope of this EIR. Mitigation Measure Bio.1c has been substantially amended in response to the comment and now includes Monarch Butterfly Habitat Assessment, Monarch Butterfly Management Plan, and Monarch butterfly Take Avoidance, as suggested.
XS-24	This measure applies solely to the Project activities described in the EIR, not priorly completed tree maintenance activities that had separate utility and purpose. Once the Project is finalized, twice monthly surveys will be scheduled accordingly. Prior tree maintenance activities are not a part of the Project.
XS-25	There are no records of monarch butterflies roosting in the subject windrow of trees planned for removal, and these trees are therefore not considered monarch butterfly aggregation habitat, nor are they located in ESHA, as currently mapped by the City General and Land Use Plans. There is no evidence in the record to support a finding that these trees are within a monarch butterfly aggregation habitat area. The nearest known monarch roost is 800 feet west of these trees. Therefore, removal of these trees is considered a less than significant impact on monarch butterfly ESHA. Likewise, this windrow of trees is not included within the Xerces' Site ID 2800 boundaries.
XS-26	Concerns for monarch butterflies and their habitat have been raised by CDFW in a more recent letter dated January 31, 2024, commenting on the EIR, and will be addressed accordingly.
XS-27	For Project-related activities, implementation of Mitigation Measures Bio-1c states: "A Monarch Management Plan shall be prepared prior to any construction activities. The plan shall include: details describing which trees shall not be impacted by construction or tree trimming, a scheduling plan that would require the construction phase of the Project to begin before the arrival of monarchs (typically October 1) or after they depart (typically March 1); surveys by an approved biologist during the construction to verify habitat condition and roosting activity; if construction, tree removal, or tree trimming needs to occur within 500 feet of monarchs, the plan needs to include prohibition of activities that create excessive dust, vibration, or physical disturbance; and suitable setbacks from the edge of the groves to preserve habitat quality." Implementation of restoration activities described in the Preliminary Restoration/Revegetation Plan includes planting native vegetation that will aid in supporting monarch butterfly habitat. Mitigation Measure Bio.1c has been substantially amended in response to the comment and now includes Monarch Butterfly Habitat Assessment, Monarch Butterfly Management Plan, and Monarch butterfly Take Avoidance, as suggested.
XS-28	The publicly available information for monarch overwintering habitat at the Site was used during the analysis of the Project along with Site specific surveys. Due diligence was performed for the environmental analysis of the

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Comment Number	Response
	Project with respect to the presence of monarch butterflies. The tree maintenance was a prior project with a separate purpose and utility that was needed for safety reasons and is not part of the scope of this Project. The previously trimmed trees are currently in recovery, and suitable habitat nearby is still intact and protected. We recognize that monarch butterflies may roost at more than one location at the Project Site, and we will fully implement mitigation for the Project, including a Monarch Butterfly Habitat Management and Protection Plan, which will protect monarch aggregation areas throughout the Project.

DEIR CHEVRON COMMENT NOTES—SUPPLEMENTED 12/17/2023

DA-1

Biological resources:

Full removal of facilities alternative presents the potential for major long term disturbances of the seals for activities south of the RR tracks (pier parking area) because removal and capping of old wells and natural seeps could be a lengthy, noisy, and highly visible (by seals) process. These issues arise even if the project is limited to bluff and beach pipeline removal. Mitigations will need to be thorough and revised if insufficient to prevent disturbance, and work on specific removals/capping stopped altogether if seals are not returning on a daily basis after work.

DA-2

Aesthetics/Night lighting:

The pier and parking lots are currently lighted more than is necessary for safety. Light is visible in the sky at a great distance.

DA-3

Any work that requires equipment/structures south of the RR tracks, such as onshore cranes or derricks to remove/cap old wells may cause aesthetic as well as biological (seals) impacts. The views along the ocean, beach, and bluffs are spectacular from the Rincon to the State Park, and interrupted by visual blight only by the pier, associated industry vehicles/movement, and vehicles/intermittent storage on the bluff edge on the parking lot. There should be mitigation requiring placement of necessary equipment/materials as far to the north as feasible and requiring unused parked equipment/vehicles etc to be moved north away from the coastal view shed.

DA-4

Recreation:

Dump Road access for public. Established by historic usage in Coastal Zone. Never stopped by Chevron/Venoco. Used by a great many pedestrians and bicyclists to access the Coastal Trail, Tar Pits Park, and the Bluffs Nature Preserve. There is no other nearby vertical access to the west or east, and no controlled RR crossing in the City east of Linden.

DA-5

Signs on Dump Road re access were part of a sign and fence program application for a City permit that was appealed to the Coastal Commission. Applicant dropped the permit request but failed to remove several Dump Road signs. (No trespassing, no skateboards, no bikes.)

DA-6

Heavy traffic and work may lead to Chevron desire to close Dump Road to the public. ** An alternative pedestrian path, perhaps through parcel(s) west of Dump Road should be a Recreation impact mitigation.

DA-7

Biological resources:

Harbor seals do not migrate. They live in a home range. They are very site specific, for unknown reasons, in choice of haulouts and rookeries. There are 13 haulouts on the Southern California coast (Doyle Hanon, NOAA/Fisheries studies (date)). Three are in Carpinteria—pier beach, rocks west of pier, and reef at the State Park. Point Mugu and China Beach on Santa Cruz Island would be the nearest haulout refuge for seals fleeing Carpinteria. Harbor seals need to rest on land about 50% of the time. (30-50% per one source) Harassment forcing the seals to move obviously causes loss of rest/energy needed for survival.

Harbor seal numbers are declining in Carpinteria. The reasons are unknown. However, human disturbances are a documented cause of loss of haulouts and rookeries. (See previous EIRs for Carpinteria projects. Goleta Beach with construction of Ward Memorial highway to UCSB and Ellwood are local examples.) Therefore, whatever the reasons for local population decline, it is extremely important that the seals be rigorously protected from additional human caused stressors to maximize the odds for rookery survival.

Pipeline removal from the blufftop to 300' or more offshore presents a significant potential for harbor seal disturbance. How long will it take to remove each? Work should start with the most distant pipelines to the west to observe possible disturbances and develop best practices for least disturbance before removal in the haulout/rookery area.

DA-8

Night lighting on the beach areas (4.1-7) could disturb night use of the beach by harbor seals. Harbor seal counts have often been higher during the night than day (Dana Seagars testimony to City PC and Council 1988-9; Venoco Paredon project EIR)

DA-9

Page 4.3-53 greatly overstates the loss of harbor seals from the haulout/rookery area during the months the City beach closure ordinance is not in effect. "Project activities associated with pipeline removal are not expected to cause incidental harassment" is a wildly optimistic statement—despite considerable adaptation to activities on the pier and near the beach, seals are present all year and harbor seal disturbances by oil industry work are observed year round. (Data from Sealwatch records, observations by S and D Allen. See tables below.)

While it is true harbor seals flee the beach when disturbed by beach users, in fact west side access to the beach is blocked by most tides at about 2 feet, and the east side by slightly higher tides. When this occurs the seals are typically seen onshore at any time of year. High surf can have the same effect, as can bad weather discouraging recreational use. In addition, as documented several times by marine biologists and previous studies (See EIRs for previous Chevron, Venoco, pipeline projects,) nighttime counts are often higher than daytime counts, and use of the haulout/rookery at night typically continues year round despite daytime disturbances. Assuming nighttime use occurs, however, is not sufficient protection against potential loss of the haulout. Harbor seals need to rest onshore near 50% of the time, and their timing is dependent on factors which may not permit full time adjustment to nighttime only beach use.

DA-10 Bio,1g. Insufficient. Summer/fall baseline numbers of seals should be documented for at least a year before work south of the RR tracks. This could be accomplished by random counts at daybreak and throughout the day, as well as sufficient nighttime infrared counts to assure reliability. Recruit Carpinteria Sealwatchers to assist. There should be a mitigation measure requiring baseline harbor seal counts year for at least one year prior to any nearshore and beach/bluff work. This is a means to further assure mitigations during work are effective.

DA-11 Another mitigation measure to assure effectiveness of mitigations is installation of a video camera on the pier or bluff to monitor the seals and beach activity. An observer cannot be expected to observe all activity all day— a camera will provide additional objective baseline and verification data.

DA-12 Data re.seals June through November when the City ordinance is not in effect:

Venoco Paredon Project proposed Final EIR: 4.3-22 “rookery is inhabited year-round, thus harbor seals will certainly be present at the project site.”

Allen/Doyle Hanan, NM Fisheries, September, 1994, 364 seals. 4.3-26

4.3-27: October, 2006, 482 seals. November, 2006, 452 seals.

Statement of Susan Allen—data from 36 counts September-November 2022, documented by photos and counts in emails to dlnallen37@gmail.com. Table below.

If needed, there are regular walkers of the trail above the Carpinteria Seal Sanctuary who could verify summer and fall daytime use of the haulout. (Contact names—.) Preconstruction counts, as noted above, should be required for at least a year before pipeline removal and other work in the area south of the RR tracks.

Disturbances frequently occur as a result of blufftop and pier turnaround activity, in addition to beachwalkers etc. (Sealwatch disturbance reports in the Coastal View weekly/biweekly for many years.)

There should be estimates of the time necessary — assuming no interruptions—to complete each work effort south of the RR tracks. This would assist in evaluating whether further mitigation, or less, may be needed in mitigating potential long term impacts on the seals. Harbor seals learn— the duration, repetitiveness, and severity of disturbances, daily and over days, all affect how soon and how many seals return.

2022 September- November counts (dates and photos available) by Susan Allen:

75 107 104 98 100 118 26 6 130 123 104 124 92 125 94 93 40 78 103 66 139 86 76 82 85 115
81 109 119 55 56 78 135 54 63 73 131 3 140 13—High:130, Average:89, Mean: 93.

Population highest counts 2004-2023. Adults/pups:

2004: 350/65.	2014: 350/80
2005: 291/82.	2015: 396/80
2006: 324/90.	2016: 298/40
2007: 382/68.	2017: 243/60
2008: 398/70.	2018: 249/64
2009: 410/85.	2019: 230/68
2010: 450/80.	2020: 200/70
2011: 400/100.	2021: 220/64
2012: 440/100.	2022: 208/55
2013—data?	2023: 161/60

Thirty + years of observation and data collection show that beach use—people and dogs— are the most numerous cause of disturbances. Oil industry activities on the near bluff/pier turnaround, beach, and pier, are the second most common cause of disturbances. Although local seals have acclimated greatly to activity on the pier, turnaround area, and bluff, noises and movements still do cause disturbances. Sealwatch log sheets and reports to the Coastal View document these causes of disturbances. Although the data covers five months of the year, and during the time the beach is not closed by ordinance there are probably more beach walker disturbances, oil industry caused disturbances can probably be assumed to continue at the same— or possibly greater—rate. (Greater perhaps because communications with the industry have indicated a tendency to disregard the importance of disturbances when pups are not present.)

- I HAVE NOT THOROUGHLY REVIEWED ALL THE LENGTHY APPENDICES AND SOME OF MY STATEMENTS REFERRING TO ABSENT OR INCOMPLETE INFORMATION MAY BE WRONG. MY APOLOGIES FOR ANY REPETITION
- SA-1 • Alternative, ES.5.2 full removal of facilities alternative should be given the highest consideration. The listed petroleum industry equipment, pipelines, etc. in this alternative should not be left in place. Carpinterians expect and should be given a full clean up. Given the history of taxpayers paying for Chevron's orphan pipeline that runs through the city taxpayers should not be responsible again for any cleanup of any oil industry remains in the future. While it is important to remove equipment south of the railroad tracks, special consideration must be given to the harbor seal population at all times. For that reason this alternative needs extensive delineation of how removals south of the railroad tracks would be done, and how long work is expected to last. Page ES-6
- SA-2 • Of the seven wells that exist on the site who is going to be responsible for maintenance, pumping, and final abandonment if they are not removed during this decommissioning process? Even if a private owner later seeks development of the site, it is likely that some fraction will be allocated for public trail or open space use— meaning any abandonment responsibility in those areas will fall on the public.
- SA-3 • Since the cleanup of the Marketing Terminal the area has been used for various types of storage with many items placed on soil as opposed to paved areas. Additional soils testing should be required given these uses of the area. Page 2-9 ,2-13
- SA-4 • Is demolition, cleanup and remediation of the Pitav Point odorant facility required? If not, who will be responsible? page 2-13.
- SA-5 • If the seven Wells, the pipeline bundle for platforms for Hazel and Hilda and the 36 inch diameter, corrugated metal vault are not removed during this cleanup when will they be removed? Who is responsible for this cleanup? And who is financially responsible for the cleanup of these items?
- SA-6 • Pier parking lot remediation....specific guidelines for revegetation should be called out. Page 2-20
- SA-7 • Please give specific measures to protect recreational users of public trails/Dump Road during removal of possible contaminated concrete and other such materials.
- SA-8 • On the north south pathway on the east side of the property that leads to the seal sanctuary overlook a small pile of asphalt/construction material is on the path. This should be identified and removed if necessary. Photo attached.
- SA-9 • Use of the marketing terminal should be prohibited during decommissioning to ensure noise and dust be kept to a minimum for nearby neighbors and businesses.
- SA-10 • Drainage that runs from the Carpinteria Bluffs Nature Preserve across the TeeTime property and through the Chevron plant daylighting at Dump Road should be mapped and studied. Loss of that drainage might cause issues in other areas.
- SA-11 • To prevent on going noise and disruption to the community items in section 2.6 should be consolidated and removed in the same time frame. This is particularly important when considering disruption to the seal colony, and the removal of pipelines.
- SA-12 • Trucks should enter and leave through the main gate. Use of gate two adds to noise level and dust in the nearby residential area. Use of Gate 2 for trucks could create noise

- SA-12 disturbance to the seals and g affect the enjoyment to users of the trail and Dump Road or any alternate north/south pedestrian route used during work.
- SA-13 • Parking for workers doing the decommissioning should be located north of the railroad tracks with minimal use of Dump Road. Nearby residents should not have to incur years of disruption to their quiet enjoyment during the many months/years of decommissioning. Parking south of the railroad should be limited to pier users only.
- SA-14 • **Safety-** Dump Road access must be maintained for pedestrians as it has for at least the last 40 years. Dump Road offers the only safe railroad crossing in the area. There are several choices for paths to facilitate this so pedestrians never lose this access during the time decommissioning takes. One choice of a path is directly adjacent to Dump Road, another is an entrance through the gate at nursery area (NW corner) down to the marketing terminal through the marketing terminal exit at the back gate or a new opening in the fence and through the buffer zone. (This would be a path similar to the one Chevron offered in 1980.)
- SA-15 • The area known as the “nursery” was required to be vegetated with natives but these were destroyed during the Thomas Fire/mudslide emergency staging. The area has not been properly restored. Page 2-10
- SA-16 • Pipelines: Onshore pipelines should be abandoned with materials that will not cause cave ins within the next century. Is the use of nitrogen a long lasting solution? Pipelines located on the beach furthest from the seals should be removed first to establish a baseline for disturbances before removing pipelines in the seal sanctuary. Pipelines to the east of the pier need to be identified and mapped. What exactly is contained in the cement encased bundle? I believe 2 oil/ gas pipelines, wastewater line and perhaps electrical lines. To the east of the bundle is a 10 inch oil/gas pipeline and to the west an electrical owned by another company. The map on 2-5 does not adequately identify all of the pipelines in the area.
- SA-17 • A detailed map, identifying all pipelines both north and south of the railroad tracks should be included in the document. Not noted in the document is a waterline that serves the pier and how it will be abandoned. The Pipeline to the east of the bundle, all pipelines in the bundle, and the electrical line should all be removed in concert for the least disruption to the seal colony.
- SA-18 • Chevron should be immediately required to identify any “maintenance” work being performed in equipment and grounds before decommissioning permits are issued. A baseline should be established to delineate between maintenance and decommissioning. Several recent activities have been called maintenance but may more properly be decommissioning activities: extensive tree trimming , the noise from loading large branches into dumpsters which may have disturbed the seals, work on the paved pipeline cap east of the upper parking lot which caused a disturbance to the seals, and a crane working on pipes within the plant have been noted. The recent tree trimming has been drastic, and perhaps overdone creating a loss of habitat for Raptors and monarch butterflies.
- SA-19 • Years ago a major piece of equipment was removed in the south east corner of the plant without permits from the city and the county . That piece of equipment should be identified in the area where it was sited and the ground tested, and properly cleaned if

- SA-19 necessary. (The equipment was silver in color, was associated with Gail or Grace, formaldehyde might have been involved, and might have been a part of the cancer causing footprint affecting the neighboring property to the east.) It was located near Area 6 see top photo page 2-17.
- SA-20 • The sandblast area should be re-tested. It was reported that 12 inches of soil was removed from that area but eye witness accounts only saw approximately 3 inches of soil being removed. Non natives in that area should be removed. Page 2-11.
- SA-21 • All wells need to be abandoned properly and should include all of the identified oil wells and all cathodic wells and any other wells that might be related to previous uses. Since cathodic wells can present hazards to groundwater all cathodic wells both current and historic should be identified and properly abandoned.

SEALS

- SA-22 • Anytime work is done south of the railroad tracks two qualified marine biologist should be monitoring the seals. Anytime work is done north of the railroad tracks that would create loud noises or vibrations one qualified, marine biologist should be observing for any disturbance. Previous work done on the electrical line was done with two observers and set a standard of protection.
- SA-23 • If installation of the barrier in the early morning disturbs the seals use of the barrier should be re-examined. Chevron should not be given the ability/benefit to work in the area if installation of the barrier causes the seals to leave for the day.
- SA-24 • Several years ago, shiny metal straps were installed on the pier legs. Reflection from these straps is evident from a distance. What studies have been done to examine if seals might be bothered by this reflective quality? The use or effect of reflective materials, vehicle windshields , etc. and clothing should be considered as possible causes of seal disturbances during work.
- SA-25 • Approved seal watchers should be given access all year to parking at the site during any work south of the railroad tracks.
- During the seal watch window January 1 to May 31 sealwatchers should be given extra parking so they can easily access the site and perform their usual duties as well as monitor for activities that may be affecting the seals.
- SA-26 • If vehicles are to be parked in the turnaround area at the foot of the pier a delineated parking area should be marked with an assurance the vehicles cannot be seen from the beach used by the seals. (Well to the north away from the bluff edge.)
- SA-27 • The statement in section 4.3–53 regarding Harbor seals largely abandoning the area in the summer and fall is not accurate. For many years, the high count of seals was made on October 1 with 365 seals on the beach. This was an early morning count done by myself, Susan Allen, and later confirmed by Bob Hansen. I see seals on the beach throughout the year when they have not been disturbed by beach walkers; this happens frequently at moderately high tides when it's difficult to walk past the rocky headlands/points.

- SA-28 • Historic photos of the area at the foot of the pier should be studied so regrading can be done in a manner sensitive to the seal colony.
- SA-29 • Please address the potential effect of vibration in the seal haul out area. Consideration should be given to both the seals and large bird population that uses the sanctuary area.
- SA-30 • Decommissioning work will necessarily cause seal disturbances and prevent seals from coming onshore to rest— which is itself a “disturbance” under the MMPA law. As mitigation, to make up for the unavoidable disturbances despite the best measures during beach work, Chevron should post monitors at the east and west ends of the City beach closure area during low tide advising beach walkers of the Marine Mammal Protection Act and the likelihood that continuing into the area will cause a violation. (This is what Sealwatch low tide volunteers do five months of the year.) Ideally, the City could assist by increasing the beach closure duration during the months/years of decommissioning work.



Nick Bobroff

From: Chumash People <ksen_sku_mu@yahoo.com>
Sent: Wednesday, December 06, 2023 5:11 PM
To: Nick Bobroff
Subject: Chevron Gas an Oil DEIR - Cultural Section.

****EXTERNAL EMAIL****

CAUTION: This email originated from outside the City of Carpinteria. DO NOT OPEN attachments or CLICK on links unless you are sure they are safe. Remember, reputable vendors, banks, etc. will not ask you to disclose passwords or other sensitive information.

Hello My name is frank Arredondo.

I am listed on the County of Santa Barbara Approved Native American consultants list. I am also listed with the Native American Heritage Commission (NAHC) Most Likely Descendants List (MLD) for the Chumash territory. I have gone to school for my Masters degree in Archaeology and BA degree in Native American Studies and Numerous certifications in Native American Law and CEQA, NEPA, Nagpra. I have been working in Cultural Resources since 2006 and I am the Chair of the Ksen 'Sku' Mu'.

During the Soil studies conducted at the Chevron Oil plant from 2016 to 2022 I was the Primary Native American Monitor. I over saw all the ground disturbances of this location and have read all the site records and reports associated with this location. I am intimately aware of all the resources on this site.

FA-1

I am letting you know that the DEIR you just release is in violation of the ARPA of 1979. The Cultural section contains archaeologically sensitive information only found in site record reports, it includes location information which is protected under the law. (A few other violations of sensitive information has also been broken I can provide the citation of the laws later)

I am reaching out to you to find out if you were aware of this issue and I would also ask that you have this document removed from public view at this time till the section can be edited or before other agencies find out the error that has been made. My years of experience have afforded me the ability to recognize issues like these and how they apply to the law. I hope you will hear these concerns and take them seriously.

I await your reply.

Thanks, frank

*Best wishes, Frank Arredondo
Ksen~Sku~Mu - Chumash
Chumash MLD- Tribal Chair
Po Box 161
Santa Barbara, Ca 93102*

Email Ksen_Sku_Mu@yahoo.com

Nick Bobroff

From: Valerie Bentz <valeriebentz@gmail.com>
Sent: Sunday, January 21, 2024 12:54 PM
To: Nick Bobroff
Subject: Comments about the EIR for Decommissioning Chevron structure in Carpinteria: Danger to Harbor Seal Colony

****EXTERNAL EMAIL****

CAUTION: This email originated from outside the City of Carpinteria. DO NOT OPEN attachments or CLICK on links unless you are sure they are safe. Remember, reputable vendors, banks, etc. will not ask you to disclose passwords or other sensitive information.

Dear Nick,

Thank you for your work on the Decommissioning of Chevron in Carpinteria and for making the EIR report available. My comment is below.

Sincerely,

Valerie Bentz Ph.D.
Carpinteria Resident

VB-1

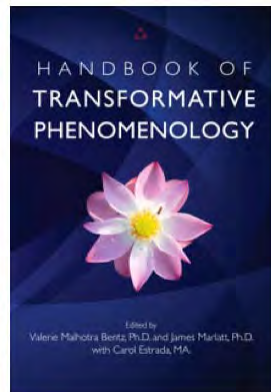
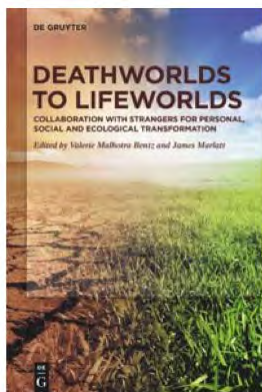
The significance threat as portrayed in the Draft Environmental Impact Report for Chevron Decommissioning project does not adequately address the impact the project is likely to have on the Carpinteria Harbor Seal Rockery. (Section 4.3.53) Although the project is not supposed to take place during the birthing season when the beach is officially closed even to pedestrians, the Harbor seals depend upon being able to gather on land at their rockery site, daily, year round. They need to rest, sun and recuperate from their long hours in the sea. There are no other places for them to rest on shore. Their numbers have been declining over the past years. (See report from City of Carpinteria Seal Advisory Committee). The City was advised to extend protection of their rockery area year round. The Harbor Seal Rockery is one of four remaining along the entire California Coast. The noise levels, vibration levels and visual disturbances of the project will be significant to the Carpinteria seals. Indeed the current proposed project may mean the

VB-1 loss of this treasure for Carpinteria and the thousands who visit the seal rockery.



CHANGE THE WORLD. START WITH YOURS.

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Link to webpage:

<https://www.degruyter.com/document/doi/10.1515/9783110691818/html>

Link to FUP webpage:

<https://www.fielding.edu/Fielding-Portfolio/handbook-of-transformative-phenomenology/>

See more at valeriebentz.com

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Transforming Consciousness for a Livable World

January 31, 2024

Nick Bobroff
Community Development Director
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93103

Re: Draft Environmental Impact Report Chevron Carpinteria Oil and Gas Facility
Decommissioning Project

Dear Mr. Bobroff:

California Coastal Commission (Commission) staff appreciate the opportunity to review and provide comments on the draft Environmental Impact Report (EIR) for the Chevron Carpinteria Oil and Gas Facility Decommissioning Project (project). The project would demolish and remove the Facility, including the onshore portions of the Facility (Onshore Facility), the State Waters Offshore Pipelines and complete remediation of impacted soils and groundwater at the Facility.

More specifically, project components would include:

- Idling and removal of existing surface and subsurface equipment, piping, pipeline segments and structures associated with the facility, including removal of concrete foundations, asphalt, oil spray, and road base within the Facility;
- Pig and flush pipelines in preparation for removal of State Waters Offshore Pipelines out to the 3 nautical mile state waters limit;
- Excavation and remediation of any impacted soils within the Facility and restoration of the affected portions of the project site in accordance with the agency approved Remedial Action Plan;
- Complete removal of State Waters Offshore Pipelines;
- Recycling and/or disposal of all materials removed from the Project site.

Facilities not included as part of the project would include:

- Sales Gas Facilities in the Peninsula Area;
- Pitas Point Producer Facility (End of Marketing Terminal site);
- Historic Onsite Idle Wells consisting of legacy wells currently managed by the California Department of Conservation Geologic Energy Management Division (CalGEM);
- Gas Pipeline from Platform Habitat;
- Platform Hazel and Heidi offshore;
- Power Cable from Platforms Hogan and Houchin;

- Naturally occurring tar seeps;
- Former burn dump.

Jurisdiction

The entire project is within the Coastal Zone; therefore, a Coastal Development Permit (CDP) to implement the final project will ultimately be required. The Commission certified a Local Coastal Program (LCP) for the City of Carpinteria (City) and as such, the City Planning Division may process a CDP for development within its LCP jurisdiction, and the LCP would be the standard of review. The portion of the project located offshore below the Mean High Tide Line (MHTL) is within the Coastal Commission's retained jurisdiction and would need a CDP processed by the Coastal Commission, with Chapter Three of the Coastal Act as the standard of review. However, as the project spans both jurisdictions, Coastal Act Section 30601.3 authorizes the Coastal Commission to process a consolidated CDP application when the applicant, the local government(s), and the Coastal Commission all agree to do so. For consolidated CDP applications, the Coastal Act is the standard of review for the entire project, with the relevant LCP providing guidance.

Full Removal Alternative / Environmentally Superior Alternative

Section 5.3 of the draft EIR includes a description of alternatives and Section 5.3.2 describes the alternative which would include full removal of all the facilities:

Those facilities would include the plugging and abandonment of the seven wells that exist within the Project Site; removal and remediation of naturally occurring petroleum hydrocarbons which include a number of seep areas within the Buffer Zone Area, MSRC Area, Main Plant Area, and Pier Parking Lot Area; and removal of former Platforms Hazel and Hilda pipeline bundle, which include two, 8- inch diameter and one, 6-inch diameter abandoned pipelines that come from offshore, across the beach near the western extent of the Project area and a 36-inch diameter corrugated metal vault located at the edge of the bluffs.

CCC-1

The draft EIR goes on to state that plugging and abandonment of the wells has not been required by CalGEM at this point and removal of the pipelines from Platforms Hazel and Hilda was not required by the California State Lands Commission who was the lead agency for the removal of the Platforms in 1997. The section does not include any discussion on the sales gas facilities in the Peninsula Area, the Pitas Point Producer Facility, the gas pipeline from platform Habitat, the power cable from Platforms Hogan and Houchin, the naturally occurring tar seeps, and the former burn dump site. Commission staff would note that since the tar seeps are naturally-occurring they would not be considered an impact under the California Environmentally Quality Act (CEQA) and leaving the tar seeps undisturbed in their natural state would not be considered inconsistent with the Chapter Three policies of the Coastal Act.

The section goes on to state that this alternative would result in a long-term reduction of the significant and unavoidable impact of oil spills and the long term reduction of the

CCC-1

potential biological and water resources impacts as a result of fully abandoning the facilities. Removal of pipelines through the bluffs would prevent future erosion impacts and would address pipelines that were not previously removed would not become a burden on the public due to the future need for removal. The draft EIR identifies this alternative as the environmentally superior alternative and states that this alternative has been chosen for further evaluation. However, the draft EIR does not elaborate on what this evaluation would entail. As such, Commission staff recommends that the final EIR more thoroughly discuss this alternative, including all facilities minus the naturally-occurring tar seeps, and elaborate on what the consideration and evaluation of this alternative would entail.

Environmentally Sensitive Habitat Areas (ESHA)

CCC-2

Defining and Identifying ESHA

Although Section 4.3 of the draft EIR includes a discussion of ESHA with Figure 4.3-4 referencing the ESHA map from the certified Carpinteria Coastal Area Plan (CAP), and the draft EIR also includes a technical appendix with site-specific biological studies, it is difficult to understand what ESHA could be onsite and how ESHA could be impacted by project activities. For example, Section 30107.5 of the Coastal Act, incorporated into the City's CAP via Implementation Policy 5, defines ESHA as:

"Environmentally sensitive area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Page 4.3-14 of the draft EIR includes a definition of ESHA, however, the definition provided in the draft EIR is not wholly consistent with Section 30107.5. Additionally, neither the draft EIR nor the technical appendices relate the results of the site-specific mapping of species at the project site to the definition of ESHA under Section 30107.5 in order to identify ESHA within the project site.

CCC-3

Impacts to ESHA and Sensitive Species

Considering the large scope of the project, Commission staff recommend including a figure depicting an overlay of all project activities (mobilization, staging, stockpiling, decommissioning, etc.) in relation to mapped ESHA to help understand how project activities could impact ESHA and sensitive species (including sensitive marine resources like the kelp beds and marine mammal rookery identified in the draft EIR). This mapping would also help quantify the total impacts to ESHA that would occur as a result of the project.

Mitigation Measure (MM) Bio.1b includes a Habitat Restoration/Revegetation Plan which would restore disturbed areas following the completion of project activities. Subsection 2 of MM Bio-1b would include a quantification of disturbance acreage and mitigation requirements. The subsection states that a minimum of 1:1 mitigation ratio will be required to restore temporarily disturbed areas but does not include any requirements for mitigation of permanently disturbed areas.

CCC-3 Any landform alteration for staging, laydown, or construction that includes excavation, grading or placement of materials (compacted fill, road base, rip rap, causeways, etc.) within a sensitive habitat would be considered a permanent impact, regardless of the length of time that those areas are used for construction. For example, although certain activities at the site may last less than a year, any impacts from that project that included landform alteration or construction activities within a sensitive habitat would be considered a permanent impact and would require corresponding mitigation. Although a mitigation ratio of 1:1 would be appropriate for any temporary impacts, any permanent impacts must be mitigated at a minimum ratio of 3:1. Additionally, the draft EIR should analyze any alternatives to project activities that would impact ESHA that could avoid or minimize impacts to ESHA, instead of directly looking to mitigation. For example, the draft EIR states that pipe removal activities within the bluff would require use of an excavator to dig a trench and uncover buried segments of pipeline, which could accelerate bluff retreat in the area. The draft EIR should consider and analyze alternatives to pipeline removal within the bluff face to avoid or minimize adverse impacts.

CCC-4 Restoration
Section 4.3.4 of the draft EIR states that the applicant has prepared a preliminary Habitat Restoration/Revegetation Plan that would revegetate disturbed areas within the operational areas to the extent required to support future land use designations, at a minimum. Areas that are not expected to be used in the future would be restored with native vegetation appropriate to future land use. The draft EIR does not discuss what the future land use designations could be. Since the future land uses at the site are unknown or are speculative, Commission staff suggests that the Habitat Restoration/Revegetation Plan focus solely on revegetating any disturbed areas in a manner that would provide the greatest ecological benefit.

CCC-5 Pre-Construction Tree Maintenance Activities
Commission staff recently learned that Chevron may have performed tree maintenance activities at the site of the proposed project in 2023, including removal of portions of the canopy and lateral branches of several trees. These tree maintenance activities may have included documented monarch butterfly (*Danaus plexippus*) aggregation trees, which pursuant to the certified LCP, can constitute ESHA. It is not clear whether these activities were conducted in anticipation of the proposed project and whether they were permitted. Commission staff suggests that the EIR include detailed discussion on the tree maintenance activities and clarify their relation to the proposed project. If those activities were conducted as part of the proposed project, they should be included in the project description and analyzed.

Wetlands

CCC-6 Based on the survey results in the Coastal Wetlands Delineation Report it appears that approximately 0.27 acres of Coastal Act wetlands would be impacted by the project. It is unclear from the draft EIR whether the impacts to wetlands would be considered temporary or permanent. MM Bio.3c would require the development of a Coastal Wetlands Mitigation and Monitoring Plan to be developed by the applicant. Pursuant to that plan adverse impacts to wetlands would be mitigated at ratio of 1:1.

CCC-6

Similar to Commission staff's comments regarding ESHA, the draft EIR should more thoroughly discuss the degree of impacts to coastal wetlands to help determine whether impacts would be considered temporary or permanent. Coastal Act Section 30233, as incorporated into the City's CAP, requires (in part) that adverse impacts to wetlands may be allowed under certain limited circumstances when there is no feasible less environmentally damaging alternative. As such, the draft EIR must also include an analysis of alternatives to the proposed project activities that would adversely impact wetlands.

Lastly, the proposed mitigation ratio of 1:1 for adverse impacts to wetlands is insufficient. The Commission has historically required a ratio of 4:1 for adverse impacts to wetlands and this requirement has been applied to other projects within the City of Carpinteria, including those under the sole CDP jurisdiction of the City. Therefore, MM Bio.3c should be modified to require a ratio of 4:1.

CCC-7

Pigging and Flushing Pipelines

Prior to decommissioning activities, pipeline segments need to be pigged and flushed to ensure they are hydrocarbon free. However, there is little detail in the draft EIR about how pigging and flushing would be accomplished, the potential impacts associated with pigging and flushing operations, and what measures or best practices could be implemented to avoid or minimize potential impacts from pigging and flushing pipelines. Several questions remain surrounding the pigging and flushing of pipelines. For example, it is unclear how the sender and receiver sites for the pigs will be set up for segments of pipeline that terminate offshore; it is unclear if pigging and flushing of pipelines will require additional excavation on the seafloor, beach, and bluffs to establish sender or receiver sites for buried sections of pipe; it is unclear how many linear feet of pipeline will need to be pigged and flushed, and how much recovered flush water is anticipated to be handled or treated. Please provide this information. Without it, it is difficult to understand potential impacts of pigging and flushing operations and apply appropriate mitigation measures to avoid and minimize them.

CCC-8

Ruptured Pipelines

Section 2.0 of the draft EIR states that several of the offshore pipelines associated with the former marine terminal appear to have structural damage or are already open to seawater. The paragraph concludes by stating that pigging and flushing operations would be limited to only those segments of the pipeline that remain intact. For clarity, these segments should be identified and mapped for inclusion in the final EIR. In addition, the draft EIR does not include any discussion on the history of these pipelines, when they were last operational, what they contained, how they might have been ruptured, and when. Please provide this information. Without it, it is impossible to know whether there is an appropriate nexus to include these ruptures and exposed pipelines as part of the EIR. Additionally, this information will be necessary to analyze any adverse impacts that may result from removal of the pipelines.

CCC-9

Pipelines to be Abandoned in Place

The draft EIR states that pipelines crossing the Former Sand Blast Area (FSBA) and Peninsula Area Pipelines (PAP) will be abandoned in place. Additional information is needed to evaluate pipeline abandonment versus complete removal in these two areas. The draft EIR should describe the potential impacts with removal of these pipeline segments as well as any removal alternatives or techniques that may be implemented in these two areas to avoid or reduce the identified impacts.

CCC-10

Hazardous Materials and Risk of Upset

Section 4.7.1.3 states that that an “Oil Spill Response and Contingency Plan” will be implemented during all Project activities. However, the draft EIR notes that this Plan has not been drafted and details of response activities have not been provided at this time. Rather, HAZ.2a requires the applicant to prepare a plan detailing performance measures to reduce the potential for releases to the environment, and to ensure that the shortest scheduling associated with the Project in the marine environment is achieved. As written, HAZ.2a is not sufficient to ensure that oil spills are prevented and adequately contained and cleaned up in the event of an accidental spill. Moreover, ensuring the shortest scheduling times for work in the marine environment is not an appropriate objective for an oil spill response and contingency plan. It is noted that most of the performance measures spelled out in HAZ.2a are directly related to the configuration of the offshore equipment barge.

Table 4.9.1. – Prelim Policy Consistency Analysis (pg. 4.9-9 of the draft EIR) states that the facility’s existing Oil Spill Contingency and Response Plan (OSCRP) would be adhered to during all work activities. The OSCRP includes preventative measures, as well as procedures to be followed in the event of a spill, including hydraulic fluids as well as fuel and other types of oil spills onshore. Most notably, it is not clear if the existing OSCRP addresses offshore spills. In addition, Table 4.9.1 states the Applicant maintains an agreement with MSRC (spill response co-op) for spill response support services. If the existing OSCRP is to be relied on for this project, Commission staff recommends that the OSCRP be included as an Appendix to the EIR.

Commission staff recognizes that many of the performance measures included in HAZ.2a. and in the facility’s existing OSCRP are important and should be included in a project specific oil spill prevention and response plan. However, it should be highlighted that additional detail will be needed and any discrepancies and/or missing components of the two documents should be clarified and included in the project specific Oil Spill Response and Contingency Plan.

CCC-11

Access and Recreation

Section 4.13.6 states that project activities have the potential for a short-term interruption of trail use within the Carpinteria Bluffs and concludes that since this interruption would be short-term the project would have a less than significant impact on access and recreation. However, the draft EIR does not include any information on the usage of this trail or how

CCC-11

interruptions to access and recreation as a result of the project were considered to be short-term. The draft EIR should more thoroughly discuss usage of the trails within Carpinteria Bluffs and how specifically project activities could impact access and recreation. Commission staff would also note that Article Two of Chapter Three of the Coastal Act includes policies that generally require development to not interfere with the public's right of access, except in limited circumstances. Should the project need to interfere with public access pursuant to those policies Commission staff recommend the EIR include a mitigation measure requiring development of a plan to maintain maximum public access during project activities.

CCC-12

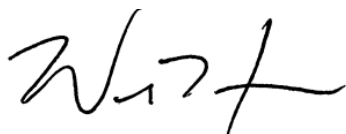
Level of Remediation

The draft EIR states that the objective of the project is to remediate the environmental impacts of the legacy oil and gas facilities on the project site and that the project aims to achieve the most stringent clean up levels. The draft EIR states that the site would be remediated to an unrestricted land use standard to facilitate reuse of the property acceptable under the City's Draft General Plan/Local Coastal Plan update. This is anticipated to be Planned Unit Development and Open Space/Recreation. Since that update is still in draft form and has not yet been reviewed and approved by the Coastal Commission, the draft EIR should not identify a future anticipated land use as a target for remediation. However, Commission staff support the draft EIR's objective to achieve the most stringent clean up levels possible.

Thank you for your consideration of these comments. We look forward to coordinating with the City on the development of the project and the CDP process.

Please contact Wesley Horn at Wesley.Horn@coastal.ca.gov if you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Horn', with a stylized flourish at the end.

Wesley Horn
Environmental Scientist



California
Department of Conservation
Geologic Energy Management Division

Gavin Newsom, Governor
David Shabazian, Director
715 P Street, MS 1803
Sacramento, CA. 95814
T: (916) 445-5986

02/01/2024

City: Carpinteria - City of Carpinteria

Nick Bobroff

5775 Carpinteria Ave, Carpinteria , CA 93013, USA

nickb@carpinteriaca.gov

Construction Site Well Review (CSWR) ID: 1012963

Assessor Parcel Number(s): 001170022, 001170014, 001170023, 001170004, 001170021, 001170005

Property Owner(s): Rebecca Trujillo

Project Location Address: 5619 Carpinteria avenue Carpinteria, California 93013

Project Title: Decommissioning and Remediation of the Chevron Carpinteria Oil and Gas Processing Facility

Public Resources Code (PRC) § 3208.1 establishes well reabandonment responsibility when a previously plugged and abandoned well will be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near oil, gas, and geothermal wells.

CalGEM-1

The California Geologic Energy Management Division (CalGEM) has received and reviewed the above referenced project dated 1/30/2024. To assist local permitting agencies, property owners, and developers in making wise land use decisions regarding potential development near oil, gas, or geothermal wells, the Division provides the following well evaluation.

The project is located in Santa Barbara County, within the boundaries of the following fields:

Any Field

This project is not expected to impede access to any wells. Caution should be taken during

decommissioning activities not to impact or alter any well casings.

NOTE: CalGEM has no well record or logs on file for API 0428304313.

Our records indicate there are 6 known oil or gas wells located within the project boundary as identified in the application.

- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 6
- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 0

The Division categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure.

There are no guarantees a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantees that such abandonments will not leak.

The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be reported to it immediately.

Failure to plug and reabandon the well may result in enforcement action, including an order to perform reabandonment well work, pursuant to PRC § 3208.1, and 3224.

PRC § 3208.1 give the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for reabandonment as:

1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.
2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be reabandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.
3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the reabandonment.

No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.

The Division makes the following additional recommendations to the local permitting agency, property owner, and developer:

CalGEM-2

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, the Division recommends that information regarding the above identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

CalGEM-3

2. The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC § 3106, the Division has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority. The Division does not regulate grading, excavations, or other land use issues.

If during development activities, any wells are encountered that were not part of this review, the property owner is expected to immediately notify the Division's construction site well review engineer in the Northern district office, and file for Division review an amended site plan with well casing diagrams. The District office will send a follow-up well evaluation letter to the property owner and local permitting agency.

Should you have any questions, please contact me at (805) 937-7246 or via email at Bruce.Weihns@conservation.ca.gov.

Sincerely,



Bruce Weihns

Senior Oil & Gas Engineer (Supervisor)

cc: Blake Foreshee - Submitter

cc: Nick Bobroff - Plan Checker

cc: Rebecca Trujillo - Property Owner

**Wells Not Abandoned to Current Division Requirements as Prescribed by Law & Not Projected
to be Built Over or Have Future Access Impeded**

The wells listed below are not abandoned to current Division requirements as prescribed by law, and based upon information provided, are not projected to be built over or have future access impeded.

API	Well Designation	Operator	Well Evaluations
0408304644	P. C. Higgins 1	P. C. Higgins	The project owner notes this well as Idle with a metal well vault cover. There are no logs or well records on file with CalGEM.
0408304313	Carpinteria Community 1	Thornbury Drilling Co.	Condition of the well is unknown. CalGEM issued a permit for plugging and abandonment in 2012, however no work history of the abandonment was submitted. The project owner notes this well as Idle with concrete, wood, and plastic tarp cover.
0408304297	Catlin-Fletcher 1	D. S. Fletcher	Surface plug does not meet requirements of CCR § 1723.5. Hydrocarbon zone plug does not meet requirements of CCR § 1723.1
0408304315	Community 3	Thornbury Drilling Co.	Surface plug does not meet requirements of CCR § 1723.5. Hydrocarbon zone plug does not meet requirements of CCR § 1723.1
0408304327	Well No. 1	James F. Nugent Oil Co.	Surface plug does not meet requirements of

			CCR § 1723.5. Junk Plug does not meet requirements of CCR § 1723.(f) Hydrocarbon zone plug does not meet requirements of CCR § 1723.1
0408304328	Well No. 2	James F. Nugent Oil Co.	Surface plug does not meet requirements of CCR § 1723.5. Hydrocarbon zone plug does not meet requirements of CCR § 1723.1



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 South Coast Region
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 San Diego, CA 92123
 (858) 467-4201
wildlife.ca.gov

GAVIN NEWSOM, Governor
 CHARLTON H. BONHAM, Director



January 31, 2024

Nick Bobroff
 City of Carpinteria
 5775 Carpinteria Avenue
 Carpinteria, CA 93013
nickb@carpinteriaca.gov

**SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CHEVRON
 CARPINTERIA OIL & GAS FACILITY DECOMMISSIONING PROJECT,
 SCH #2022080026**

Dear Nick Bobroff:

The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Environmental Impact Report (EIR) for the Chevron Carpinteria Oil & Gas Facility Decommissioning Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines. CDFW previously reviewed the Notice of Preparation associated with this Project and submitted a comment letter to the City (NOP letter; dated August 30, 2022).

Thank you for the opportunity to provide additional comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802.). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for

Conserving California's Wildlife Since 1870

Nick Bobroff
 City of Carpinteria
 January 31, 2024
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example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Applicant: Chevron West Coast Decommissioning Program

Objective: The purpose of the Project is to remediate the environmental impacts of the legacy oil and gas facilities on the Project site. Objectives as provided by the Applicant are summarized as follows:

- idling and removal of existing surface and subsurface equipment, piping, pipeline segments and structures, including removal of concrete foundations, asphalt, oil spray, and road base.
- pig and flush pipelines in preparation for removal and removal of State Waters Offshore Pipelines out to the 3-nmi state waters limit.
- excavation/remediation of any impacted soil within the Project site and restoration of the affected areas in accordance with the agency approved Remedial Action Plan.
- complete removal of State Waters Offshore Pipelines; and
- recycling/disposal of all materials removed from the Project site.

Location: The Project is located at 5675 and 5663 Carpinteria Avenue, in the City of Carpinteria, County of Santa Barbara; Onshore: Assessor's Parcel Numbers (APN) 001-170-003, 004, 014, 021, 022, and 023; and Offshore: State Lease Nos. PRC 3133, 3150, 7911, and 4000 on submerged lands leased from the City (from shore to 2 miles offshore) and County (from 2 to 3 miles offshore). It is located within an area that has been historically utilized for agricultural production and more recently for oil and gas development support activities. Surrounding land uses include the Carpinteria City Hall, Carpinteria Avenue, and U.S. Highway 101 to the north, the Pacific Ocean to the south, the Concha Loma single-family residential neighborhood to the west, and a public golf driving range, agricultural, and open space to the east.

Biological Setting:

The Project site is located on a relatively flat coastal terrace and slopes slightly downward to the south and west. Coastal bluffs of between 35 and 50 feet in height descend from the terrace to a narrow sand beach. Pipeline removals will occur on the bluff and beach areas adjacent to the Casitas Pier and west of the Carpinteria Harbor Seal Rookery, and subsea out to the State water boundary. Marine habitats include sandy beach, intertidal zone, and mixed sandy and rock reef subtidal habitat. The offshore environment consists of a relatively flat and shallow continental shelf, with water depths at the 3-nautical-mile limit at 130 to 150 feet.

Nick Bobroff
 City of Carpinteria
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Vegetation, where present, primarily consists of stands of non-native trees and non-native grasses and herbs, apart from several native plant restoration areas within Drainage Area No. 4, the southern end of the Former Marketing Terminal Area, the entrance to the Pier Parking Lot, and at the Former Sandblast Area. The native plant restoration areas primarily consist of coastal scrub and oak woodlands. The Project site is surrounded on three sides by tree windrows of densely planted non-native and native trees, primarily blue gum (*Eucalyptus globulus*) and, to a lesser degree, athel tamarisk (*Tamarix aphylla*), Monterey cypress (*Cupressus macrocarpa*), and Monterey pine (*Pinus radiata*). Native scrub and non-native ice plant mats are also present along the bluffs to the east and west of the Pier Parking Lot.

The Project site and its immediate vicinity contain habitat suitable to support monarch butterflies (*Danaus plexippus plexippus*; monarchs). Monarchs are a federal Endangered Species Act candidate species and are considered a special-status species in California. Monarchs can be found overwintering along the California coast in groves of trees primarily dominated by non-native eucalyptus (*Eucalyptus* spp.), with additional native species including Monterey pine (*Pinus radiata*) and Monterey cypress (*Hesperocyparis macrocarpa*) (Griffiths and Villablanca 2015; Pelton et al 2016). Monarchs have been known to historically use the Project site, and the Western Monarch Overwintering Site ID# 2800 (Xerces 2024) encompasses all of the trees on the Project site, with the exception of the trees in the southeast corner slated for removal. According to the Xerces Society Thanksgiving Counts, it provides overwintering habitat for as many as 8,000 overwintering monarchs (Xerces 2024).

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Impacts to Marine Resources

COMMENT #1: Oil Spill Response

Issue: The Project's oil spill response can be improved to further reduce impacts to sensitive species and habitats in the event of an accidental oil spill.

Specific impact: As discussed in the Draft EIR, an accidental oil spill and subsequent clean-up efforts could significantly impact aquatic habitats and species. Of particular concern are sensitive habitat areas such as the harbor seal rookery described in the Draft EIR.

Why impact would occur: As disclosed in the Draft EIR, even with mitigation, an oil spill could significantly impact sensitive species and habitats via direct toxicity, smothering, entrapment, and habitat loss or degradation. With optimal oil spill response, impacts can be less severe.

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CDFW-1

Recommended Potentially Feasible Mitigation Measure(s) (Regarding Mitigation Measure or Alternative and Related Impact Shortcoming)

Recommendation #1

To minimize significant impacts: CDFW strongly recommends close coordination with CDFW's Office of Spill Prevention and Response (CDFW-OSPR) on the preparation and implementation of the Project's Oil Spill Contingency Plan. In the event of a spill, CDFW-OSPR and the U.S. Coast Guard or U.S. Environmental Protection Agency will form a Unified Command.

CDFW recommends that the Oil Spill Contingency Plan (MM Bio.7) include the following:

- Cal-OES and NRC should be called if a spill occurs (Cal-OES: 1-800-852-7550 and NRC: 1-800-424-8802).
- A list of Oil Spill Response Organizations (OSROs), including Marine Spill Response Corporation (MSRC) and Patriot Environmental.
- Measures to prevent spilled oil from reaching the harbor seal rookery.

CDFW-2

COMMENT #2: Sensitive Marine Habitats

Issue: The Draft EIR may not adequately minimize impacts to eelgrass (*Zostera* spp.) and other sensitive marine habitats from pipeline removal.

Specific impact: According to the Draft EIR, pipeline removal could impact eelgrass and surfgrass (*Phyllospadix* spp.) habitat areas of particular concern (HAPC). While 2021 geophysical and remotely operated vehicle (ROV) surveys did not observe any sensitive marine habitats attached to the pipelines or within the pipeline corridors, these surveys were not able to access water depths less than 18 feet along the Marketing and Marine Terminal Bundle and less than 28 feet along the Gail and Grace Bundle. Eelgrass and surfgrass are most commonly found in these shallow depths, and it is possible that hard substrate and kelp occur in these areas as well. Additionally, the Project's Essential Fish Habitat Assessment (Appendix C-8) identifies a kelp bed approximately 470 feet east of the Casitas Pier with which the Gail and Grace pipeline bundle and 10-inch oil pipeline partially intersect. The depth of this kelp bed is not specified, and whether this area was surveyed is unclear.

Why impact would occur: CDFW appreciates the inclusion of Mitigation Measures (MM) Bio.1c.4 (Pre-decommissioning Marine Biological Dive Surveys) and Bio.2c (Essential Fish Habitat Avoidance); however, improvements are needed to further reduce impacts to sensitive marine habitats.

Recommended Potentially Feasible Mitigation Measure(s) (Regarding Mitigation Measure or Alternative and Related Impact Shortcoming)

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CDFW-2

Recommendation #2

To minimize significant impacts: All eelgrass surveys and mitigation should adhere to the California Eelgrass Mitigation Policy (CEMP; NMFS 2014). For instance, pre-decommissioning eelgrass surveys must be completed during the active growth period for eelgrass (March through October) no more than 60 days before pipeline removal begins. In addition, all HAPC should be included in mitigation measures. CDFW recommends submitting the results of the pre-decommissioning marine biological dive surveys to CDFW and the National Marine Fisheries Service (NMFS), as well as other relevant agencies. Results should be provided in a detailed report that clearly delineates the locations of sensitive habitat areas, including a description of what was observed at the kelp bed approximately 470 feet east of the Casitas Pier. If impacts to any HAPC cannot be avoided, compensatory mitigation will be required and should be planned in coordination with CDFW and NMFS.

CDFW recommends modifying MM Bio.1c.4 as follows (suggestions in ~~striketrough~~ and **bold**):

*Pre-Decommissioning Marine Biological Dive Surveys. No more than ~~90~~ **60** days prior to commencement of offshore activities, a City-approved, qualified marine biologist shall conduct a pre-decommissioning marine biological survey, with, of the sensitive habitat areas adjacent to the nearshore pipeline corridors. If sensitive **habitats such as** seagrass, **surfgrass, hard substrate, or kelp beds** ~~species~~ are identified, anchor locations shall be relocated to avoid impacts to these protected habitats. ~~and~~ **If seagrass is identified**, post-decommissioning surveys **will be** conducted to verify seagrass beds had not been impacted by Project related activities. If seagrass beds have been impacted, Chevron shall be required to prepare and implement eelgrass restoration as part of the Habitat Restoration and Revegetation Plan under Bio.1b that shall be approved by City. **All eelgrass surveys and mitigation shall adhere to the California Eelgrass Mitigation Policy.** Adjustments to decommissioning methodologies in sensitive habitats may be made **to the greatest extent feasible** to reduce impacts to these areas. In addition, remote operated vehicle or multi-beam geophysical surveys shall be conducted at each anchor location to confirm the absence of hard-bottom habitat.*

*Plan Requirements/Timing: The results of the pre-decommissioning marine biological dive surveys shall be submitted to the City, **California Department of Fish and Wildlife, and National Marine Fisheries Service** for review and fully implemented prior to the issuance of grading permits. Monitoring: Implementation of this measure shall be initiated by the Applicant Project manager and monitored by the designated marine wildlife monitor.*

CDFW recommends modifying MM Bio.2c as follows (suggestions in ~~striketrough~~ and **bold**):

*Essential Fish Habitat Avoidance. No more than ~~90~~ **60** days prior to commencement of offshore activities, a pre-decommissioning marine biological survey of nearshore pipeline corridors shall be conducted. **All eelgrass surveys shall adhere to the California Eelgrass Mitigation Policy.** Anchor pre-plots shall be developed and implemented to*

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avoid kelp beds, rocky habitats, **surfgrass**, and seagrass beds. Anchors shall be lowered vertically to the bottom and retrieved using a crown line as needed to avoid kelp beds, rocky reefs, **surfgrass**, and seagrass beds.

Plan Requirements/Timing: The results of the pre-decommissioning marine biological survey and anchor pre-plots shall be submitted to the City, **California Department of Fish and Wildlife, and National Marine Fisheries Service** for review and fully implemented prior to pipeline removal. *Monitoring:* Implementation of this measure shall be initiated by the Applicant Project manager and monitored by the designated marine wildlife monitor.

Impacts to Terrestrial Resources

CDFW-3

COMMENT #3: Impacts to Monarch Butterfly Overwintering Habitat

Issue: Project-related activities have the potential to impact monarchs and their overwintering habitat.

Specific Impact: Overwintering groves have specific microclimatic conditions that support monarch populations (Fisher et al 2018), and the Draft EIR does not adequately analyze Project impacts on monarch butterflies. Potential impacts associated with the Project's tree trimming and tree removal activities include roost damage, inadvertent entrapment, reduced likelihood of winter survival, reduced suitability of the habitat for overwintering monarchs, and direct mortality of individual monarchs. Trees that are not scheduled to be removed could be encroached upon during decommissioning and remediation of the Project site. Encroachment could impact the root zones, trunks, or canopy of trees. Such damage can lead to reduced health or mortality of trees and impact microclimatic conditions important to monarchs.

Why impact would occur: The Draft EIR acknowledges that monarchs have been documented to occur within the Project site, discusses impacts associated with the removal of trees in the southeast area of the Project site, and requires planting of replacement trees for those removed trees. The Draft EIR also discusses potential direct impacts to monarchs resulting from Project activities, and MM Bio.1c requires a pre-construction survey to determine the presence of roosting monarchs if project activities are scheduled to begin between October 1 and March 1. The Draft EIR does not, however, address the effects of tree trimming on the suitability of the remaining trees as overwintering habitat. The Tree Maintenance and Hazard Reduction Plan (Padre 2023) discusses trimming of hazardous trees throughout the site but does not evaluate the effect of that trimming on the microclimatic conditions of the grove, the potential loss of habitat carrying capacity caused by those changes, nor the need to compensate for that loss of available habitat. A prior document, the Tree Report (Padre 2021a), proposes measures to reduce the severity of impact to trees from activities conducted within their critical root zones; however, the Draft EIR does not include any of these measures as required mitigation. Without inclusion of these mitigation measures, the Project would result in the loss of overwintering habitat for monarchs.

Evidence impacts would be significant: During the last three decades, the western migratory monarch population that overwinters along the California coast has declined by

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CDFW-3

more than 99% (Marcum and Darst 2021). Habitat loss and fragmentation, including grove senescence, are among the primary threats to the population (Thogmartin et al 2017). Monarch overwintering sites have specific microclimate conditions that are influenced by the configuration of trees and other foliage near the site (Griffiths and Villablanca 2015). Alteration of the site and surrounding areas could impact microclimate conditions, thereby reducing the suitability of the site for monarchs (Weiss et al 1991). This site has been identified as Western Monarch Overwintering Site ID# 2800 (Xerces 2024) and provides overwintering habitat for as many as 8,000 monarchs. Trimming any trees, native or non-native, within this designated monarch overwintering site could alter the site and preclude its continued use as an overwintering site.

Recommended Potentially Feasible Mitigation Measures

To evaluate potential impacts of the Project to monarch butterflies, CDFW recommends the following mitigation measures, in addition to Mitigation Measure Bio 1.c, as conditions of approval in the Project's CEQA document.

Mitigation Measure #1: Monarch Butterfly Habitat Assessment

A qualified biologist shall be retained to conduct a habitat assessment a minimum of 60 days prior to Project implementation, including tree trimming activities. The qualified biologist shall assess habitat following the Xerces Management Guidelines for Monarch Butterfly Overwintering Habitat (Xerces 2017) or other protocols with prior approval by CDFW. The habitat assessment shall be conducted in consultation with site monitors with knowledge of the history of the grove to determine primary roosting trees and other structural components or flora integral to maintaining microclimate conditions. These plants shall be marked and avoided during project activities.

Mitigation Measure #2: Monarch Habitat Management Plan

A Monarch Habitat Management Plan shall be developed, in consultation with CDFW, prior to Project implementation. The information gathered during the monarch habitat assessment (Mitigation Measure #1, above) shall be used to develop the plan following the guidance in the Xerces Management Guidelines for Monarch Butterfly Overwintering Habitat (Xerces 2017) or other protocols with prior approval by CDFW. The plan shall be adaptive, with specific goals and objectives, continued monitoring, and refinement over time. The plan shall include as an objective that the baseline population/individual occurrence numbers shall not decrease over three years due to Project activities, and shall include adaptive and contingent measures to ensure this objective is met. The plan shall consider removal or trimming of hazard trees, removal or trimming of trees to create appropriate solar radiation patterns, a long-term tree planting strategy, and shrub and forb management. Trees within core overwintering habitat shall not be cut or trimmed except for specific grove management directed by the plan. Management activities in groves shall only be conducted between March 16 and September 14, in coordination with the aforementioned biologist (Marcum & Darst 2021).

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Mitigation Measure #3: Monarch Butterfly Take Avoidance

If monarch butterflies are detected within the Project area, monarch overwintering habitat shall be avoided by delineating and observing a no-disturbance buffer of at least ½ mile from the outer edge of the habitat (Marcum & Darst, 2021). If buffers cannot be maintained, then consultation with CDFW and the United States Fish and Wildlife Service will occur to determine how to implement ground and tree-disturbing activities and avoid take.

Recommendation #3: Native Landscaping for Monarchs

CDFW encourages landscaping using native trees and shrubs to benefit wildlife such as insect pollinators. Insect pollinators such as the monarch butterfly and native bees have declined drastically relative to 1980s levels, and have had an especially drastic decline since 2018 (Goulson et al 2015; Marcum and Darst 2021). Habitat loss may be a primary driver of monarch decline in the west (Crone et al 2019). CDFW recommends planting native flowering species over non-native ornamental species where possible. CDFW recommends planting winter-blooming nectar sources to support overwintering monarchs. Tropical milkweed (*Asclepias currasavica*) should never be included in landscaping. In addition, the planting of native milkweed species is not recommended within five miles of the coast north of Santa Barbara County and within one mile of the coast south of Santa Barbara County (Marcum and Darst 2021).

Mitigation Measure #4: Protection from Tree Encroachment

CDFW recommends the City include the following measures from the Tree Report as required mitigation measures in the EIR.

The Applicant shall comply with the following tree protection measures:

- If feasible, grading plans shall be adjusted to avoid the critical root zone of windrow trees. If some or all these trees are still considered candidates for encroachment upon final approval of the grading plans, temporary staking or flagging shall be placed along the grading limits prior to initiation of construction for clear identification and to ensure tree impacts are minimized.
- Tree protection areas shall be marked in the field in collaboration with a certified arborist or qualified biologist using fencing and/or flagging, which may coincide or overlap with the staked/flagged grading limits.
- All ground disturbance within 10 feet of the canopy dripline of affected trees shall be monitored by a certified arborist or qualified biologist with tree care experience.
- Staging of equipment and vehicles shall be located outside of the tree protection areas. Placement of heavy equipment for earthwork shall be as far away from the tree protection zones as feasible and shall never be less than 6 feet from the trunk of each specimen tree.
- Overhead branches that conflict with Project activities may be pruned by a qualified tree trimmer according to International Society of Arboriculture (ISA) pruning standards.

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- Excavation activities within tree protection areas will be allowed if soil sampling indicates soils exceed remediation targets and work is conducted with hand tools only, including hydro-excavation. To the extent feasible, hydro-excavation shall not be used in direct contact of roots to avoid damaging the root epidermis and root hair connections of smaller absorptive roots.
- If cutting of roots that are intertwined with belowground features is required, roots shall be saw-cut to avoid tearing, and conducted as far from the root as possible.
- Willows within the FSBA and DA4 shall be preserved through complete avoidance of the Operational Area in which the willow thicket occurs, or if necessary, temporary installation of construction fencing shall occur around each stand of trees throughout the duration of work.

CDFW-4

COMMENT #5: Drainage Area No. 4

Issue: It is unclear in the Draft EIR what, if any, activities will be occurring in Drainage Area No. 4 (DA4).

Specific Impact: Without a complete and accurate description of the activities proposed for DA4, the impacts of the Project cannot be evaluated. Therefore, biological impacts may occur without appropriate disclosure, avoidance, minimization, and/or mitigation.

Why Impact Would Occur: In various places, the Draft EIR states that no activities will be occurring in DA4. In their NOP comment letter to the City, the Applicant requested the APN that contains DA4 be removed from the Project description because no activities would be occurring on that parcel (Trujillo 2022). Other statements in the Draft EIR, however, indicate that the impacts to wetlands occurring within the containment berm of Tank 861 will be mitigated by the Applicant-proposed expansion of existing wetlands in DA4. The Draft EIR includes the following information about the proposed mitigation:

- The 36-inch high-density polyethylene pipe that bypasses storm run-off from Dump Road and the Former Marketing Terminal Area to the Railroad Ditch shall be removed to allow storm run-off to collect in DA4.
- Following the completion of excavation and backfilling in the MSRC Lease Area, the Shop and Maintenance Area, and the Chevron Pipeline Area, a surface drainage system shall be created that directs storm run-off from these areas to DA4.
- Micro-grading to create shallow depressions and remove upland shrubs such as toyon shall be conducted in DA4 to provide space and hydrologic conditions conducive to wetlands colonization and expansion.

Section 2.4.1.1 of the Draft EIR indicates that partial remediation of chlorinated pesticide-containing soils has occurred within DA4. However, some contaminated soils remain due to cultural resource and habitat tree constraints. The Draft EIR says "engineering controls were constructed to manage storm water by eliminating run-on and controlling run-off at the FNA/BZA/DA4 areas and a Storm Water Monitoring Program implemented to report annually on any storm water accumulation and potential transport of chlorinated pesticide containing sediment offsite into Waters of the State/U.S." The proposed mitigation seems

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to be inconsistent with the requirements of the remediation. In particular, it appears that surface flows entering and exiting DA4 could cause pollution of downstream resources.

The Draft EIR indicates that DA4 was restored with native plants, including toyon and coast live oak. The proposed mitigation includes removal of toyon in DA4, but the Draft EIR does not discuss impacts of the removal of that habitat. Without a thorough discussion of the water quality and habitat impacts associated with Project activities in DA4, the Project will result in undisclosed and, potentially, unmitigated impacts to biological resources.

Evidence impacts would be significant: Pursuant to section 15151 of the CEQA Guidelines, an EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An EIR must include a description of the baseline physical conditions (CEQA Guidelines, § 15125), and must consider all phases of a project (CEQA Guidelines, § 15126). If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the Project as proposed, the Draft EIR should include a discussion of the effects of proposed mitigation measures (CEQA Guidelines, § 15126.4(a)(1)). In that regard, the Draft EIR should provide an adequate, complete, and detailed discussion of the Project activities proposed to occur within DA4.

Recommendation #4: Activities in Drainage Area 4

CDFW recommends the City clarify what, if any, activities are proposed for DA4. If activities are proposed for DA4, the EIR should discuss the current condition of DA4 and resolve any apparent conflicts between the past remediation efforts and the proposed mitigation. CDFW recommends the EIR be edited to include a thorough discussion of the existing condition of DA4, the purpose and need of the engineered drainage facilities constructed as part of the remediation, the effect of allowing additional flows into and out of DA4, both in terms of potential for downstream transport of pollutants and the effect of additional surface water on oaks, and the removal of toyon.

CDFW-5

COMMENT #6: Stream Impacts

Issue: The Draft EIR may not fully evaluate the Project's impacts to streams.

Specific impact: The appendices to the Draft EIR include a Wetland Delineation (Padre 2021b), but do not include a corresponding jurisdictional delineation evaluating any channels, ditches, conduits, or other facilities that convey flows within the Project Site. Therefore, impacts to streams may occur without appropriate disclosure, avoidance, minimization, and/or mitigation.

Why Impact Would Occur: In discussing Impact # Bio.3, the Draft EIR states that surface runoff is "...collected and diverted into onsite drainage systems that discharge into the Pacific Ocean." The Preliminary Restoration Plan (Padre, 2021c) mentions an intermittent drainage located along the western edge of the Chevron Pipeline Area, and indicates that

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"elevations that support drainage will be included in the final grading plans for the Project Site". The Preliminary Restoration Plan also says DA4 was restored to support an ephemeral drainage. Section 4.8.1.1 of the Draft EIR mentions a series of paved and unpaved drainage swales, catch basins, and a drainage channel with a sluice gate; however, there is no discussion of or figure showing these drainage systems in the Draft EIR.

Without a full disclosure of potentially regulated streams, (including channels, ditches, conduits, and other facilities that convey flow), CDFW is unable to evaluate the impacts of the Project or the effectiveness of the proposed measures to mitigate the impacts to a level of below significant.

Evidence impacts would be significant: CDFW exercises its regulatory authority as provided by Fish and Game Code section 1600 et seq. to conserve fish and wildlife resources which includes rivers, streams, or lakes and associated natural communities. Fish and Game Code section 1602 requires any person, state or local governmental agency, or public utility to notify CDFW prior to beginning any activity that may do one or more of the following:

- Divert or obstruct the natural flow of any river, stream, or lake.
- Change the bed, channel, or bank of any river, stream, or lake.
- Use material from any river, stream, or lake; or,
- Deposit or dispose of material into any river, stream, or lake.

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when a project activity may substantially adversely affect fish and wildlife resources.

The Project may impact streams both during Project construction and for the Project's lifetime. The Draft EIR does not provide measures to mitigate potentially significant impacts on streams. Accordingly, the Project has a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on fish and wildlife resources, including rivers, streams, or lakes and associated natural communities identified by CDFW.

Recommendation #5: Stream Impacts

CDFW recommends a delineation be conducted to determine the presence and lateral extent of streams, including ditches, conduits, and other facilities that convey flows within the Project Site. The results of the delineation should be discussed, and the features depicted, in the EIR. The EIR should discuss specific Project activities that will be occurring in or near any such features, and any changes that will result to their location or condition as a result of Project activities. CDFW recommends the City include mitigation measures in the final EIR to minimize stream impacts, and require compensatory

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CDFW-5 mitigation for any impacts remaining after all avoidance and minimization measures have been employed.

CDFW-6 **COMMENT #7: Mitigation for impacts to vegetation communities**

Issue: The Draft EIR does not discuss the details or location of compensatory mitigation planned to offset impacts to vegetation communities. This disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures and provide comments on the adequacy and feasibility of proposed mitigation measures.

Specific impact: The Draft EIR acknowledges that impacts will occur to various vegetation communities as a result of Project activities, and for some of the communities requires mitigation at a specific ratio. The Draft EIR does not, however, include the details necessary for CDFW to evaluate the effectiveness of the proposed measures to mitigate the impacts to a level of below significant.

Why Impact Would Occur: Mitigation Measure Bio.2b says "areas that support Menzie's golden bush scrub and lemonade berry scrub that are removed or damaged during construction shall be mitigated onsite at a minimum of 2:1 ratio, which shall be incorporated into the Final Habitat Restoration/Revegetation Plan (MM Bio.1b)". The measure further states "...the City shall review and approve the Final Habitat Revegetation/Restoration Plan to ensure compliance with compensatory mitigation requirements, as needed."

Mitigation Measure Bio.3c requires a minimum of 1:1 mitigation for impacts to wetlands, and requires a plan be prepared and approved by the City.

Mitigation Measure Bio.5 states, "[t]he Applicant shall implement mitigation for all identified decommissioning-related tree impacts per current City of Carpinteria requirements for tree mitigation and replacement. Trees shall be required to be replaced at a ratio appropriate to ensure infill of any gap created in the windrow and with a tree type and size to be approved by the City. Replacement trees that fail to survive within the first five years after planting shall be replaced. Planting of native trees is required as are programs for phased removal and replacement of tamarisk windrows in favor of native tree windrows. The replacement trees must be monitored for seven years after planting."

None of these compensatory mitigation requirements indicate where mitigation will occur, how it will be conducted, success criteria, or how long-term protection of the mitigation will be accomplished. Without identifying specific details regarding the proposed mitigation, the Draft EIR may be deferring mitigation. The Project could result in impacts that have yet to be reduced through appropriate formulation of mitigation measures.

Evidence impacts would be significant: Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures (CEQA Guidelines, §§

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CDFW-6

15002(a)(3), 15021). Additionally, formulation of mitigation measures shall not be deferred until some future time. Pursuant to CEQA Guidelines section 15126.4, an environmental document, "... shall describe feasible measures which could mitigate for impacts below a significant level under CEQA."

Mitigation measures must be feasible, effective, implemented, fully enforceable and imposed by the Lead Agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, § 15126.4).

If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the Project as proposed, the Draft EIR should include a discussion of the effects of proposed mitigation measures (CEQA Guidelines, § 15126.4(a)(1)). In that regard, the Draft EIR should provide an adequate, complete, and detailed disclosure about the Project's proposed compensatory mitigation.

Recommendation #6: Compensatory Habitat Mitigation

CDFW recommends the City include additional information in the EIR regarding compensatory mitigation that is specific, detailed (i.e., responsible party, timing, specific actions, location), and clear in order for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097). For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring."

Regarding long-term management of mitigation lands, the EIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate endowment should be set aside to provide for long-term management of mitigation lands.

If the information is not available by the time the EIR is finalized, a mitigation measure should be included in the final EIR that requires CDFW review and approval of compensatory mitigation plans prior to implementation.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or

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supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). Instructions for submittal are available online at <https://wildlife.ca.gov/Data/CNDDDB>. Additionally, information on special status native plant populations and sensitive natural communities should be submitted to CDFW's Vegetation Classification and Mapping Program. Instructions for submittal are available online at <https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit>

FILING FEES

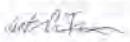
The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the Draft EIR to assist to assist the City in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Kelly Fisher at (858) 354-5083 or Kelly.Fisher@wildlife.ca.gov

Sincerely,

DocuSigned by:

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Victoria Tang
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REFERENCES

California Environmental Quality Act (CEQA). California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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Re: Comments on the Notice of Preparation of a Draft Program Environmental
Impact Report for the Decommissioning and Remediation of the Chevron
Carpinteria Oil and Gas Processing Facility Project #2128, SCH #2022080026,
Santa Barbara County.

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ATTACHMENT A: DRAFT MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

CDFW provides the following language to be incorporated into the MMRP for the Project.

Biological Resources (BIO)		
Mitigation Measure or Recommendation	Timing	Responsible Party
Mitigation Measure #1: Monarch Butterfly Habitat Assessment A qualified biologist shall be retained to conduct a habitat assessment a minimum of 60 days prior to Project implementation, including tree trimming activities. The qualified biologist shall assess habitat following the Xerces Management Guidelines for Monarch Butterfly Overwintering Habitat (Xerces 2017) or other protocols with prior approval by CDFW. The habitat assessment shall be conducted in consultation with site monitors with knowledge of the history of the grove to determine primary roosting trees and other structural components or flora integral to maintaining microclimate conditions. These plants shall be marked and avoided during project activities.	Prior to Project Activities	City/Project Applicant

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<p>Mitigation Measure #2: Monarch Habitat Management Plan</p> <p>A Monarch Habitat Management Plan shall be developed, in consultation with CDFW, prior to Project implementation. The information gathered during the monarch habitat assessment (Mitigation Measure #1, above) shall be used to develop the plan following the guidance in the Xerces Management Guidelines for Monarch Butterfly Overwintering Habitat (Xerces 2017) or other protocols with prior approval by CDFW. The plan shall be adaptive, with specific goals and objectives, continued monitoring, and refinement over time. The plan shall include as an objective that the baseline population/individual occurrence numbers shall not decrease over three years due to Project activities, and shall include adaptive and contingent measures to ensure this objective is met. The plan shall consider removal or trimming of hazard trees, removal or trimming of trees to create appropriate solar radiation patterns, a long-term tree planting strategy, and shrub and forb management. Trees within core overwintering habitat shall not be cut or trimmed except for specific grove management directed by the plan. Management activities in groves shall only be conducted between March 16 and September 14, in coordination with the aforementioned biologist (Marcum & Darst 2021).</p>	<p>Prior to Project Activities</p>	<p>City/Project Applicant</p>
<p>Mitigation Measure #3: Monarch Butterfly Take Avoidance</p> <p>If monarch butterflies are detected within the Project area, monarch overwintering habitat shall be avoided by delineating and observing a no-disturbance buffer of at least ½ mile from the outer edge of the habitat (Marcum & Darst 2021). If buffers cannot be maintained, then consultation with CDFW is warranted to determine how to implement ground and tree-disturbing activities and avoid take.</p>	<p>During Project Implementation</p>	<p>Project Applicant</p>

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Mitigation Measure #4: Tree Encroachment Protection

The applicant shall comply with the following tree protection measures:

- If feasible, grading plans shall be adjusted to avoid the critical root zone of windrow trees. If some or all of these trees are still considered candidates for encroachment upon final approval of the grading plans, temporary staking or flagging shall be placed along the grading limits prior to initiation of construction for clear identification and to ensure tree impacts are minimized.
- Tree protection areas shall be marked in the field in collaboration with a certified arborist or qualified biologist using fencing and/or flagging, which may coincide or overlap with the staked/flagged grading limits.
- All ground disturbance within 10 feet of the canopy dripline of affected trees shall be monitored by a certified arborist or qualified biologist with tree care experience.
- Staging of equipment and vehicles shall be located outside of the tree protection areas. Placement of heavy equipment for earthwork shall be as far away from the tree protection zones as feasible and shall never be less than 6 feet from the trunk of each specimen tree.
- Overhead branches that conflict with Project activities may be pruned by a qualified tree trimmer according to International Society of Arboriculture (ISA) pruning standards.
- Excavation activities within tree protection areas will be allowed if soil sampling indicates soils exceed remediation targets and work is conducted with hand tools only, including hydro-excavation. To the extent feasible, hydro-excavation shall not be used in direct contact of roots to avoid damaging the root epidermis and root hair connections of smaller absorptive roots.
- If cutting of roots that are intertwined with belowground features is required, roots shall be saw-cut to avoid tearing, and conducted as far from the root as possible.
- Willows within the FSBA and DA4 shall be preserved through complete avoidance of the Operational Area in which the willow thicket occurs, or if necessary, temporary installation of construction fencing shall occur around each stand of trees throughout the duration of work.

During Project
Implementation

Project
Applicant

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<p>Recommendation #1</p> <p>To minimize significant impacts: CDFW strongly recommends close coordination with CDFW's Office of Spill Prevention and Response (CDFW-OSPR) on the preparation and implementation of the Project's Oil Spill Contingency Plan. In the event of a spill, CDFW-OSPR and the U.S. Coast Guard or U.S. Environmental Protection Agency will form a Unified Command.</p> <p>CDFW recommends that the Oil Spill Contingency Plan (MM Bio.7) include the following:</p> <ul style="list-style-type: none"> • Cal-OES and NRC should be called if a spill occurs (Cal-OES: 1-800-852-7550 and NRC: 1-800-424-8802). • A list of Oil Spill Response Organizations (OSROs), including Marine Spill Response Corporation (MSRC) and Patriot Environmental. • Measures to prevent spilled oil from reaching the harbor seal rookery. 	<p>Prior to Project Activities</p>	<p>City/Project Applicant</p>
<p>Recommendation #2</p> <p>To minimize significant impacts: All eelgrass surveys and mitigation should adhere to the California Eelgrass Mitigation Policy (CEMP; NMFS 2014). For instance, pre-decommissioning eelgrass surveys must be completed during the active growth period for eelgrass (March through October) no more than 60 days before pipeline removal begins. In addition, all HAPC should be included in mitigation measures. CDFW recommends submitting the results of the pre-decommissioning marine biological dive surveys to CDFW and the National Marine Fisheries Service (NMFS), as well as other relevant agencies. Results should be provided in a detailed report that clearly delineates the locations of sensitive habitat areas, including a description of what was observed at the kelp bed approximately 470 feet east of the Casitas Pier. If impacts to any HAPC cannot be avoided, compensatory mitigation will be required and should be planned in coordination with CDFW and NMFS.</p> <p>CDFW recommends modifying MM Bio.1c.4 as follows (suggestions in strike through and bold):</p>	<p>Prior to issuance of grading permits</p>	<p>City/Project Applicant</p>

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*Pre-Decommissioning Marine Biological Dive Surveys. No more than ~~90~~ **60** days prior to commencement of offshore activities, a City-approved, qualified marine biologist shall conduct a pre-decommissioning marine biological survey, with, of the sensitive habitat areas adjacent to the nearshore pipeline corridors. If sensitive **habitats such as** seagrass, **surfgrass, hard substrate, or kelp beds** species are identified, anchor locations shall be relocated to avoid impacts to these protected habitats. ~~and If seagrass is identified,~~ post-decommissioning surveys ~~will~~ be conducted to verify seagrass beds had not been impacted by Project related activities. If seagrass beds have been impacted, Chevron shall be required to prepare and implement eelgrass restoration as part of the Habitat Restoration and Revegetation Plan under Bio.1b that shall be approved by City. **All eelgrass surveys and mitigation shall adhere to the California Eelgrass Mitigation Policy.** Adjustments to decommissioning methodologies in sensitive habitats ~~may~~ be made **to the greatest extent feasible** to reduce impacts to these areas. In addition, remote operated vehicle or multi-beam geophysical surveys shall be conducted at each anchor location to confirm the absence of hard-bottom habitat.*

*Plan Requirements/Timing: The results of the pre-decommissioning marine biological dive surveys shall be submitted to the City, **California Department of Fish and Wildlife, and National Marine Fisheries Service** for review and fully implemented prior to the issuance of grading permits. Monitoring: Implementation of this measure shall be initiated by the Applicant Project manager and monitored by the designated marine wildlife monitor.*

*CDFW recommends modifying MM Bio.2c as follows (suggestions in ~~strike through~~ and **bold**):*

*Essential Fish Habitat Avoidance. No more than ~~90~~ **60** days prior to commencement of offshore activities, a pre-decommissioning marine biological survey of nearshore pipeline corridors shall be conducted. **All eelgrass surveys shall adhere to the California Eelgrass Mitigation Policy.** Anchor pre-plots shall be developed and implemented to avoid kelp beds, rocky habitats, **surfgrass**, and seagrass beds. Anchors shall be lowered vertically to the bottom and retrieved using a crown line as needed to avoid kelp beds, rocky reefs, **surfgrass**, and seagrass beds.*

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<p><i>Plan Requirements/Timing: The results of the pre-decommissioning marine biological survey and anchor pre-plots shall be submitted to the City, California Department of Fish and Wildlife, and National Marine Fisheries Service for review and fully implemented prior to pipeline removal. Monitoring: Implementation of this measure shall be initiated by the Applicant Project manager and monitored by the designated marine wildlife monitor.</i></p>		
<p>Recommendation #3</p> <p>CDFW encourages landscaping using native trees and shrubs to benefit wildlife such as insect pollinators. Insect pollinators such as the monarch butterfly and native bees have declined drastically relative to 1980s levels, and have had an especially drastic decline since 2018 (Goulson et al 2015; Marcum and Darst 2021). Habitat loss may be a primary driver of monarch decline in the west (Crone et al 2019). CDFW recommends planting native flowering species over non-native ornamental species where possible. CDFW recommends planting winter-blooming nectar sources to support overwintering monarchs. Tropical milkweed (<i>Asclepias currasavica</i>) should never be included in landscaping. In addition, the planting of native milkweed species is not recommended within five miles of the coast north of Santa Barbara County and within one mile of the coast south of Santa Barbara County (Marcum and Darst 2021).</p>	<p>During Project Implementation</p>	<p>Project Applicant</p>

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<p>Recommendation #4</p> <p>CDFW recommends the City clarify what, if any, activities are proposed for DA4. If activities are proposed for DA4, the EIR should discuss the current condition of DA4 and resolve any apparent conflicts between the past remediation efforts and the proposed mitigation. CDFW recommends the EIR be edited to include a thorough discussion of the existing condition of DA4, the purpose and need of the engineered drainage facilities constructed as part of the remediation, the effect of allowing additional flows into and out of DA4, both in terms of potential for downstream transport of pollutants and the effect of additional surface water on oaks, and the removal of toyon.</p>	<p>Prior to Finalizing EIR</p>	<p>City</p>
<p>Recommendation #5</p> <p>CDFW recommends a delineation be conducted to determine the presence and lateral extent of streams, including ditches, conduits, and other facilities that convey flows within the Project Site. The results of the delineation should be discussed, and the features depicted, in the EIR. The EIR should discuss specific Project activities that will be occurring in or near any such features, and any changes that will result to their location or condition as a result of Project activities. CDFW recommends the City include mitigation measures in the final EIR to minimize stream impacts, and require compensatory mitigation for any impacts remaining after all avoidance and minimization measures have been employed.</p>	<p>Prior to Finalizing EIR</p>	<p>City</p>

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<p>Recommendation #6</p> <p>CDFW recommends the City include additional information in the EIR regarding compensatory mitigation that is specific, detailed (i.e., responsible party, timing, specific actions, location), and clear in order for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097). For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigation the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring.”</p> <p>Regarding long-term management of mitigation lands, the EIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate endowment should be set aside to provide for long-term management of mitigation lands.</p> <p>If the information is not available by the time the EIR is finalized, a mitigation measure should be included in the final EIR that requires CDFW review and approval of compensatory mitigation plans prior to implementation.</p>	<p>Prior to Finalizing EIR</p>	<p>City</p>
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Hi Mr. Nick Bobroff,

CPUC-1

This is Oliver Garcia. I'm with the California Public Utilities Commission, Rail Safety Division. I received your CEQA notification regarding the Chevron Carpinteria Oil and Gas Facility Decommissioning Project. I'm just calling because the project seems to be in the area of the crossing of the Union Pacific Railroad tracks and you may be crossing equipment at the existing private crossing at that location, and I just wanted to get an idea of how that crossing will be impacted. For commenting purposes prior to January 15 as stated in the notification. When you get a chance, please give me a call back. My area code is 213-369-7674. Thank you, looking forward to your call. Thanks, bye.

[Transcribed]



CARPINTERIA
Sanitary District

5300 Sixth Street
Carpinteria, CA 93013

Phone (805) 684-7214 • Fax (805) 684-7213

December 22, 2023

Mr. Nick Bobroff
Community Development Director
5775 Carpinteria Avenue
Carpinteria, California 93013

Subject: Decommissioning and Remediation of the Chevron Oil and Gas Processing Facility Draft EIR (DEIR).

Dear Mr. Bobroff,

Thank you for the opportunity to review the subject DEIR. This DEIR presents a comprehensive and rigorous analysis of the decommission and remediation activities planned for the Chevron facilities. The Carpinteria Sanitary District (District) has a few minor comments/concerns that should be considered:

- | | |
|-------|--|
| CSD-1 | 1. Any discharge of wastewater from decommissioning and remedial activities must be approved by the District and may require a permit. Best management practices should be implemented to prevent unauthorized or accidental discharges to the sanitary sewer system. |
| CSD-2 | 2. There is approximately 3,375 linear feet of private and public sewer main within the Chevron properties. Some of these buried sewer pipelines provide sanitary sewer service to 5665 and 5775 Carpinteria Avenue. The EIR should address the disposition of the sewer laterals and mains, including protection of the mains during remedial activities and possible future abandonment. |

Thank you for your consideration. Please do not hesitate to contact the District if there are questions or concerns about these comments. I can be reached at (805) 684-7214 x113 or by email at lancel@carpsan.com.

Sincerely
CARPINTERIA SANITARY DISTRICT

Lance Lawhon
Engineering Technician



*Protecting the beauty & natural
resources of our valley since 1964*

Carpinteria Valley Association

PO Box 27, Carpinteria, CA 93014

carpinteriavalleyassociation@gmail.com

Nick Bobroff
Community Development Director
City of Carpinteria
nickb@carpinteriaca.gov

Jan 30, 2024

Comments on:

Draft EIR for Chevron Carpinteria Oil & Gas Facility Decommissioning Project Project No. 21-2128-DP/CDP

This letter has comments from Carpinteria Valley Association about inadequacies in the Draft EIR for Chevron Carpinteria Oil & Gas Facility Decommissioning Project (Project No. 21-2128-DP/CDP).

1. The harbor seal rookery is NOT “largely abandoned in the summer and fall”.

Sec 4.3.4 of the DEIR states:

“The harbor seal rookery is largely abandoned in the summer and fall, due to unrestricted, seasonal public access and beach activities, which will correspond to when the proposed beach and offshore Project activities will occur; therefore, Project activities associated with pipeline removal are not expected to cause incidental harassment of Pacific Harbor Seal.”

This appears to be based on the similar statement in sec 4.2.4.1 the Padre Associates “Marine Biological Resources Study” in Appendix C-5:

“The harbor seal rookery is largely abandoned in the summer and fall, due to unrestricted, seasonal public access and beach activities, which will correspond to when the proposed beach and offshore Project activities will occur; therefore, Project activities are not expected to cause incidental harassment of marine mammals.”

The basis for this statement is factually incorrect. The harbor seal rookery is NOT “largely abandoned in the summer and fall”. Seals are frequently observed by visitors to the viewing area throughout the entire year, including the period from June 1 to Nov 30 when the City of Carpinteria beach closure is not in place. Carpinteria resident Susan Mailheau, DVM, kept logs of her observations of the seal rookery since 2019. Sample pages from these extensive contemporaneous logs are attached at the end of this letter. These pages document significant numbers of seals present on dates in the summer or fall in each from 2019 to 2023, as is also documented in the rest of Dr. Mailheau’s logs.

This factual error is fundamental to the analysis in the DEIR. There are two options for correcting the DEIR:

- a. The DEIR preparation could be put on hold until Dec 1, 2024, and from June 1 until Nov 30 accurate seal counts can be performed throughout the day (either by manual counts or by computer analysis of video from a camera temporarily installed) and night (using an IR camera). The counts must include a sample just before sunrise when the seals are least likely to have recently been disturbed.

- or -



CVA-1

- b. The DEIR could recognize the fact that large numbers of seals are indeed on the beach year-round, including from June 1 to Nov 30.

CVA-2

2. The cause stated for disturbances of the seals is factually incorrect.

In the DEIR sections quoted in item 1 above, the DEIR states that the reason for the purported “abandonment” is “unrestricted, seasonal public access and beach activities”. It is false that public access and beach activities are “unrestricted” from June 1 to Nov 30. While the City of Carpinteria beach closure is not in effect during that period, the Marine Mammal Protection Act is in place all year, and it prohibits harassing or disturbing marine mammals in the wild, with “disturbance” including any act that causes the seals to flee to the water from the beach. Therefore, the Marine Mammal Protection Act specifically restricts public access and beach activities that would cause the seals to “abandon” the beach. Adherence to and enforcement of existing restrictions may be an issue, but the existence of the restrictions is not.

The DEIR statement about “unrestricted, seasonal public access and beach activities” must be corrected.

CVA-3

3. Once the presence of seals year-round is accurately documented, the subsequent analysis must be updated.

Since the presence of seals on the beach during the period June 1 to Nov 30 was incorrectly ignored, the analysis of impacts to those seals in the Environmentally Sensitive Habitat Area of the harbor seal rookery. Specifically, the impacts of the “Full Removal of Facilities Alternative” must be updated to correctly reflect the impacts to the seals.

CVA-4

4. Need to create a modified alternative to “Full Removal of Facilities Alternative”.

Once the impacts to the seal rookery are correctly analyzed, the “Full Removal of Facilities Alternative” will have additional impacts that cannot be mitigated. However, we believe these impacts could be avoided by creating a new alternative that is the “Full Removal of Facilities Alternative” modified to abandon in place the pipes near the seal rookery. The extent of pipes to remain in place (i.e., how far from the beach to cap them) is a question to be answered by the DEIR analysis. The purpose is to maintain as many of the benefits as possible of the environmentally superior “Full Removal of Facilities Alternative” while eliminating the impacts to the harbor seal rookery that will be identified once the year-round presence of harbor seals at the rookery is correctly documented.

Thank you,

Mike Wondolowski
President
Carpinteria Valley Association
carpinteriavalleyassociation@gmail.com

Attachments: Samples of 2019-2023 seal rookery observation logs from Susan Mailheau, DVM (5 pgs)



10/4/19

7:30 Low tide

156 Seals on beach
at Hi tide 10' x 20' dry sand

foot prints - many
dog prints from a large dog

10/8/19

9:30

just after HI tide
4.0'

96 adults + some pups

Great Blue Heron
Gulls

Several very large
(pregnant?)

10/15/19 Tues ~7 AM

150 seals on beach

10/19/19 Sat ~7:30 Rising tide 3+ feet

55 seals, 1 adult with fresh wound
behind (R) front flipper
Saw 2 Osprey on bluffs



9/23/20 ~7¹⁵ AM Tide 3.1

112 Seals total

6-7 were this year's pups

Randy had camera + got good photos

Many fresh shoe prints + signs of flushing either before the 1 AM HI at 5:7 or at dawn

9/29 Early AM ~7

No sign of any seals, not even beach tracks.

Crab/lobster pots bobbing in the water.

A few seals in sea to east of sanctuary - one "bottling", maybe trying to sleep.

One lone spotted seal, either a small adult or older pup came ashore in the Mookery briefly. She looked around then returned to the water. Ten-15 min. later she was accompanied by 2 pups - 1 much smaller - swimming in water off shore.



7/6/21 650 Tide 2.2
A 70
Pups 5

7/6/21 No seals at 7, Tide 0.9 Low
Human foot prints fresh, Multiple bike
tracks @ overlook and low-flying
helicopter all possible causes
Half hour later single pup tried
to return, then swam west w/ one
adult and another pup.



7/4/22 Monday 6³⁵ AM Low tide
125 adults - includes large
white "Shark Belly" the one with
clear shark bite scar on
left abdomen; many under wt.

9 pups, one clearly smaller
and surrounded by adults.
Soon a man w/ dashed GSH
came through -
Soon after a family of 6 came
right out to Chascent rocks.
All seals flashed.

7/10/22 6:30 AM Tide 2-4 rising
87 seals
12 probable pups; none stand out
as the small one seen last week

sun
7-30-23 6:30 AM Tide 1.5

58 Seals on shore
briefly 59

One remained isolated -
dark black w/ white spot
Large blue adult was there

Man came into overlook w/ a
large springer spaniel. I
asked him to keep dog out
and gave him full explanation
Very nice, said his name is Jeff

8/8/23 7 AM Tide 2.42 [Photos] *

Note: Jelly Bowl Point is passable

85 Seals on beach along shoreling but
~~not~~ no obvious formation *

Man walked went to pier +
started photographing
Seals did not flush (!)

Note: large white seal in photo died,
washed ashore at Tar Pits - seal DGM MR

* In retrospect, "formation" is obvious

Nick Bobroff

From: Spencer Seale <spencer@cvwd.net>
Sent: Wednesday, January 10, 2024 9:43 AM
To: Nick Bobroff
Cc: Brian King
Subject: RE: [External] Notice of Availability of EIR for Chevron Carpinteria Oil & Gas Facility Decommissioning Project
Attachments: Atlas Sheet 85 - Dump Road.pdf

****EXTERNAL EMAIL****

CAUTION: This email originated from outside the City of Carpinteria. **DO NOT OPEN** attachments or **CLICK** on links unless you are sure they are safe. Remember, reputable vendors, banks, etc. will not ask you to disclose passwords or other sensitive information.

Hey Nick,

CVWD has a 4" AC water main that extends down Dump Road and a 1" water meter at the north end of the "Former Marketing Terminal Area". It appears that the asphalt surface at the north end of this area is to be demolished. CVWD wants to ensure that our facilities are in fact outside of the proposed demolition area. I have included a couple snippets below and attached the relevant water atlas sheet. Please let me know if you have any questions.

Thank you,

Spencer Seale,

Field Engineering Technician I
Carpinteria Valley Water District
1301 Santa Ynez Ave.
Carpinteria, CA 93013
(805) 331-0087



EIT





From: Nick Bobroff <nickb@carpinteriaca.gov>

Sent: Thursday, November 30, 2023 4:31 PM

Subject: [External] Notice of Availability of EIR for Chevron Carpinteria Oil & Gas Facility Decommissioning Project

Caution: This email originated from outside of CVWD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

As an interested party for the Chevron Carpinteria Oil & Gas Facility Decommissioning Project, you're receiving this email because the City of Carpinteria has prepared a Draft Environmental Impact Report (EIR) for the project. The Draft EIR is now available for public review and comment at the following link: <https://carpinteriaca.gov/city-hall/community-development/oil-gas-information/oil-processing-facility-decommissioning/>

The public review and comment period begins today, November 30, 2023, and will close on **January 15, 2024 at 5pm**. Please submit written comments to me by mail or email at the contact information below.

You are also welcome to participate in the City's upcoming Public Workshop / Environmental Review Committee meeting for this Draft EIR to be held on Monday, December 18, 2023, from 5:30 p.m. to 8:00 p.m. in the Council Chambers at Carpinteria City Hall, 5775 Carpinteria Avenue, Carpinteria, CA 93013.

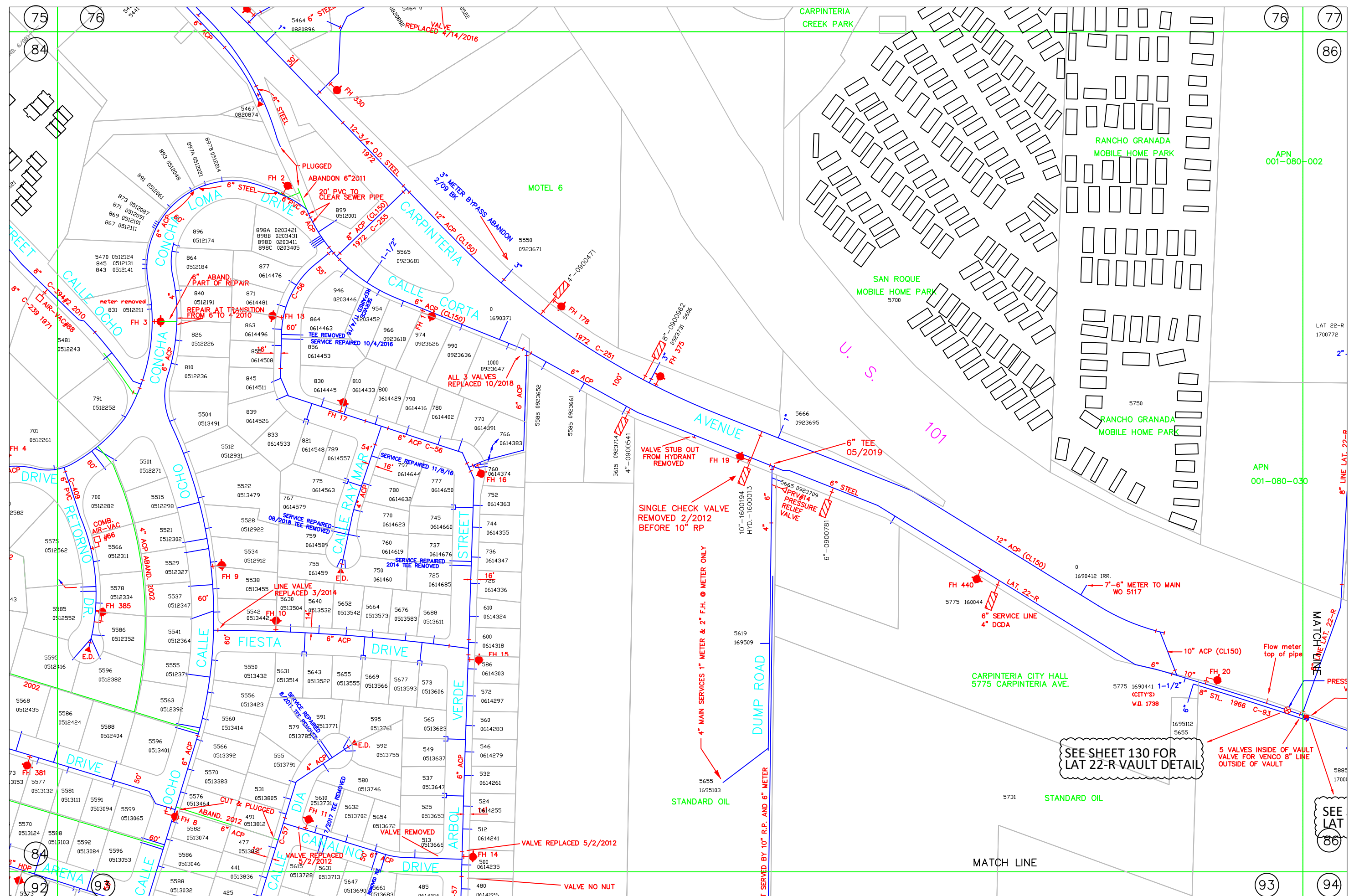
If you have any questions or comments, please do not hesitate to contact me.

Thank you,



Nick Bobroff

Director, Community Development Department
City of Carpinteria
5775 Carpinteria Ave, Carpinteria, CA 93013
Direct Line: (805) 755-4407 | nickb@carpinteriaca.gov
CarpinteriaCA.gov





Rebecca Trujillo
Regulatory Affairs Manager
West Coast Decommissioning Program

January 31, 2024

Mr. Nick Bobroff
Community Development Director
City of Carpinteria
5775 Carpinteria Ave
Carpinteria, CA 93013

RE: Chevron U.S.A. Inc. Comments on Draft Environmental Impact Report for the Decommissioning and Remediation of the Carpinteria Oil and Gas Processing Facilities Project No. 21-2128-DP/CDP 5675 and 5663 Carpinteria Avenue (APNs 101-170-003, -004, -014, -021, -022, and -023)

Dear Mr. Bobroff:

Chevron appreciates the opportunity to provide comments on the City's Draft Environmental Impact Report (DEIR) on the Decommissioning and Remediation of the Carpinteria Oil and Gas Processing Facilities Project (Project) as sent to the State Clearinghouse in the Governor's Office of Planning and Research posted on November 30, 2023.

Chevron has reviewed the City's DEIR prepared in compliance with the California Environmental Quality Act (CEQA) and is pleased that the City has extended the public review and comment period to January 31, 2024. Chevron requests that the City consider the following comments regarding the DEIR for the Decommissioning and Remediation of the Carpinteria Oil and Gas Processing Facilities, Project No. 21-2128-DP/CDP (Project) and revise the Final EIR accordingly:

- **Executive Summary and Introduction:**

- Chevron appreciates the City's correction of the Project Description in the DEIR's Executive Summary (ES.2), in order to be consistent with the DEIR Project Description's Project Overview (2.1) and Project Objectives (2.2).
- However, the Overview of the Project, Section 1.1 in the Introduction (p. 1-1), still contains the statement that "Tier 1 Environmental Screening Levels for residential uses (or equally protective contaminant-specific, agency approved levels) provide the standard for on-site soil remediation, consistent with Chevron's clean up objectives." This sentence should be deleted, as it is incorrect and inconsistent with the Project Description's Project Objectives as described in the DEIR (2.2) and the corrected Executive Summary (ES.2), as well as with Chevron's Project application and related correspondence on September 27, 2022 and May 3, 2023 with the City related to changes proposed for the same.
- Instead, as the DEIR correctly states (e.g., p. 1-13), remediation will comply with cleanup levels approved by regulatory agencies, but the DEIR impact analysis assumes the most stringent clean up levels for the purpose of determining the magnitude of impacts such as traffic and noise, based on the maximum amount of remediation activities including soil excavation and truck trips.

- The City should also ensure that the corrected version of the Executive Summary and Introduction appears in the DEIR document uploaded to the State of California CEQA clearinghouse.

- **Project Execution Schedule**

- The schedule included with our application in October 2021 reflected an execution schedule we believed to be achievable at that time.¹ We later revised that schedule and transmitted it to the City on May 3, 2023. The revised schedule proposes to carry out the Project within a three-year window that begins April 2024, assuming the final EIR would be certified and permits issued prior to that date. To the extent the City's schedule is further revised, Chevron anticipates additional revisions to its proposed execution schedule.

- **Environmental Impact Analysis of The Proposed Project**

- Air Quality
 - The air pollutant calculations for the maximum 12-month period are based on implementation of Task/Areas 4 through 7 within a 12-month period. Based on the revised project schedule (Table 2.10), demolition and remediation of the Main Plant Area (Area 6) and MSRC Lease Area will not occur within the same 12-month period. The air pollutant calculations should be updated accordingly.
- Greenhouse Gas (GHG) Emissions
 - The GHG calculations for the maximum 12-month period are based on implementation of Task/Areas 4 through 7 within a 12-month period. Based on the revised project schedule (Table 2.10), demolition and remediation of the Main Plant Area (Area 6) and MSRC Lease Area will not occur within the same 12-month period. The GHG emission calculations should be updated accordingly.
- Hazardous Materials
 - The analysis of hazardous materials impacts (Impact Haz.2) appears to incorrectly present the continuing presence of baseline and/or natural conditions, which are part of the pre-existing Environmental Setting. These baseline conditions will not be altered or affected by the Project, as though they were impacts of the Project, and were not included in the scope of Chevron's project description.
 - Legacy Oil Wells – Chevron bears no obligation or responsibility for the abandonment of the legacy oil wells that were never operated by Chevron and were present on the Project Site prior to Chevron's current ownership (Cal. Pub. Res. Code § 3237). See Attachment 1, documenting the historic operators of the seven legacy wells, which was previously provided to the City. The legacy wells are a baseline condition, and the Project does not include any activity that would disturb or impact this baseline condition.
 - Natural Oil Seeps – The DEIR acknowledges that the Project would not involve excavation into the Monterey Formation or tar seeps, and that the tar seeps were historically present onsite. Chevron will not disturb these natural seeps as part of the Project, and they also constitute a baseline as well as a natural environmental condition.
 - Under Impact Haz.2, the DEIR (pp. 4.7-14 – 15) states that “there would be an increase in health hazards associated with leaving the wells in place” and “the potential for oil or gas releases associated with the wells and the oil seeps would remain.” The Final EIR should be revised to clarify that the continuing presence of these baseline conditions are not impacts of the proposed Project.

¹ 2.5.3.2 Construction Schedule, p. 2-38

- Noise

- The DEIR analysis of noise impacts N.1 and N.2 is based on Table 4.10.8, which is based on the noise assessment prepared by consultants Behrens and Associates, Inc. (2023). Behrens has reviewed the DEIR and noted that it uses a different methodology than their study; see Attachment 2.
 - According to Behrens, the DEIR uses overly conservative assumptions in the calculations when estimating noise levels during decommissioning operations, utilizing the lowest hourly ambient sound level during the daytime period and comparing that value to the loudest hourly sound level from the predicted values at the corresponding receptors. The DEIR's approach fails to take into account the fact that peak sound levels on the site typically are a result of high baseline traffic noise from the 101 corridor and the additional periodic noise from the adjacent railroad corridor. The DEIR presents an extremely conservative assessment that is not based on any construction-specific City noise guidelines. Given the baseline conditions, it would be more reasonable to utilize the average daytime ambient sound level instead of the lowest sound level, because there are major differences from hour to hour due to the constant passing of trains which contribute to ambient noise.
 - The predictive model used in the Behrens 2023 noise study represents the loudest possible sound levels, assuming that all equipment is running concurrently, which is already a highly conservative assumption. Applying the Behrens noise study assumptions, the Project will not result in exceedance of the City's noise thresholds even when using conservative estimates, and impacts are therefore less than significant; no mitigation is required.
- Chevron does not object to Mitigation Measure N.2b since the Project does not propose to conduct onshore nighttime construction. However, Mitigation Measure N.2a, which requires installation of noise barriers and the removal of safety sound alerts to mitigate noise impacts, is unnecessary and should be removed. Mitigation is required only for impacts determined to be potentially significant because they exceed significance thresholds, not for impacts found to be less than significant. CEQA Guidelines § 15126.4(a)(3).
- In the alternative, if the overly conservative assumptions of the DEIR noise analysis are retained, MM N.2a should be revised to expressly require noise barriers and limit noise activities only in the locations where noise is projected to exceed significance thresholds in DEIR Table 4.10-8, or is demonstrated to exceed thresholds by noise monitoring at residences. For example, the DEIR assumes that Receiver 12 will be exposed to noise at 69.2 dBA during the entire period of construction, but this occurs during Phase 2. In Phase 1 and Phase 3, the predictive sound levels results are 48.9 dBA and 54.1 dBA, respectively. Chevron requests that the City allow a noise monitoring plan that would employ noise barriers to the extent necessary if/when noise was expected to exceed allowable thresholds, but not throughout construction activities.
- In addition, the requirement to remove safety sound alerts should be deleted from MM N.2a. Removal of these sound alerts is infeasible, as doing so would present safety issues for workers onsite when heavy equipment is present.

- **Environmental Analysis and Comparison of Alternatives**

- The Full Removal Alternative described in the DEIR includes removal of legacy wells, and natural features which, as discussed above, are baseline conditions for which Chevron bears

no responsibility. An EIR must consider a reasonable range of alternatives which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the project's significant impacts. CEQA Guidelines § 15126.6(a). There is no basis under CEQA to include legacy wells or natural seeps in the Full Removal Alternative, as doing so will not avoid or reduce any significant impacts of the Project, and does not address any of the Project objectives. Including these elements in the Full Removal Alternative is also legally and technologically infeasible, since Chevron is not legally responsible for the legacy wells, while the seeps are natural environmental features that have existed for thousands of years and there are no feasible means of removing and remediating them. Moreover, adding these actions to the Full Removal Alternative would cause additional impacts associated with additional remediation work unrelated to the Project.

- In addition, the Full Removal Alternative includes removal of the Hazel and Hilda pipeline bundle, which was associated with the previously decommissioned Platforms Hazel and Hilda.
 - Like the legacy wells and natural seeps, the presence of the pipeline bundle is an existing baseline condition. As the DEIR acknowledges (p. 5-5), the State Lands Commission approved abandonment of these pipelines in place during the platform decommissioning project. Prior to abandonment in place, the pipelines were cleaned by flushing and running a “pig” through the lines to remove all hydrocarbons, and filled with grout to a distance of 800 feet offshore from the bluff. See the State Lands Commission’s August 3, 1994 Mitigated Negative Declaration for the Abandonment and Removal of Four Offshore Oil Platforms, Santa Barbara County (MND), p. 2-27. As such, these pipelines pose no ongoing risk of release.
 - Including the Hazel and Hilda pipeline bundle in the Full Removal Alternative would also cause additional impacts associated with additional removal work. As explained in the MND (p. 2-27), the Hazel and Hilda pipelines were abandoned in place to “minimize environmental impacts associated with removal operations [so that] no disruption of the beach or bluff face will occur. . . . [A]bandonment in place poses no significant risk or hazard and, thus, represents the environmentally superior alternative to the disruption caused by removing the lines across the beach.”
- For these reasons, Chevron requests that the City revise the Final EIR to delete the Full Removal Alternative, and analyze only the proposed Project and the No Project Alternative. CEQA does not require an EIR to analyze more alternatives than the No Project Alternative in all cases; whether to do so must be evaluated based on the facts and circumstances of each project. See *Mount Shasta Bioregional Ecology Center v. County of Siskiyou* (2012) 210 Cal.App.4th; 184, *San Franciscans for Livable Neighborhoods v. City and County of San Francisco* (2018) 26 Cal.App.5th 596; *Save Our Access v. Watershed Conservation Authority* (2021) 68 Cal. App. 5th 8, 31 (“there are no precedents that disagree with the principle stated in those cases, and we agree with both of them”).
 - In this case, the proposed Project is not a typical industrial development project but a decommissioning and remediation project that includes no new facilities. The typical range of alternatives for reducing a development project’s environmental footprint (such as a smaller facility or different location) does not apply.
 - The Full Removal Alternative does not even qualify as a proper EIR alternative under CEQA Guidelines § 15126.6(a), as it would not avoid or substantially lessen the Project’s significant impacts. On the contrary, each of its three components would result in increased impacts compared to the existing conditions baseline. Nor would the Full Removal Alternative attain most of the Project objectives identified in the DEIR, p. 2-1.
- Alternatively, if the City elects to retain the Full Removal Alternative (in its entirety or any of its components), the Final EIR should reevaluate the Environmentally Superior Alternative.

Tables ES.3 and 5.2 demonstrates increased impacts from the Full Removal Alternative, yet the Full Removal Alternative was selected as the Environmentally Superior Alternative. Since these additional impacts would not occur or would be reduced with the Project, the Project should be considered environmentally superior to the Full Removal Alternative. It appears that the reason the DEIR identifies the Full Removal Alternative as environmentally superior is that it addresses baseline conditions (natural seeps and legacy wells). However, these baseline conditions are not impacts of, and would not change as a result of, Chevron's proposed Project. Moreover, as noted above, there is no ongoing risk of releases from the Hazel and Hilda pipelines, which ceased transporting oil and were cleaned and flushed decades ago, as part of the 4H Platforms decommissioning. Since the Full Removal Alternative includes the entire Proposed Project plus additional removal work with associated impacts, the Proposed Project without those added impacts is environmentally superior to the Full Removal Alternative.

Additional details on these comments, as well as other comments on the DEIR, are attached as Attachment 3 to this letter. For ease of navigation, Chevron has provided these responses in a matrix format, utilizing the same heading and page numbers as the DEIR. We appreciate your attention to our comments. Please reach out to me directly if you would like any clarification of our comments or to discuss any questions or concerns further. Thank you.

Sincerely,



Rebecca Trujillo
Regulatory Affairs Manager

ATTACHMENT 1 – Legacy Wells Operator History

ATTACHMENT 2- Behrens and Associates Comments

ATTACHMENT 3 – Matrix of Comments on the DEIR

ATTACHMENT 4 – Tree Inventory Map

ATTACHMENT 1 – Legacy Wells Operator History

Well Detail

Catlin-Fletcher 1 - API 0408304297

Summary ▾

Actions ▾

API Number 0408304297	Well Designation Catlin-Fletcher 1	Well Number 1
Operator D. S. Fletcher	Well Type Dry Hole	Well Status Plugged & Abandoned
Active Permit No	Bond Number N/A	Confidential Well No
Confidentiality Expiration Date N/A	Lease Catlin-Fletcher	Surface Owner N/A
Mineral Owner N/A	Interested Federal Agencies N/A	Well Name Unspecified
Well Spud Date N/A	Exploratory Well No	Dry Hole Y
Status Date 04/26/2018	Initial Date of Production N/A	Directionally Drilled No
Fields(s) N/A	Areas(s) N/A	Pool(s) N/A
Well Classifications N/A		

Surface Location		
Section 33	Township 04N	Range 25W
Latitude 34.38802719	Longitude -119.50826263	B&M SB
County Santa Barbara	District Coastal	Onshore/Offshore Onshore
Datum NAD 83	Corner Call N/A	
Location Description N/A		

Bottom Hole Location - Wellbore 0408304297-00		
Section N/A	Township N/A	Range N/A
Latitude N/A	Longitude N/A	B&M N/A
Field Any Field [0]	County N/A	Corner Call N/A

Current Associated Projects ▸

Wellhead Equipment ▸

Well Activity

PRODUCTION DATA
(Jan 2021 - Present)

0

View All

OIL (Bbls)

0

0

GAS (Mcf)

WATER (Bbls)

INJECTION DATA
(Jan 2021 - Present)[View All](#)

0

OIL (Bbls)

0

GAS (Mcf)

0

WATER (Bbls)

Zones of Significance

Wellbore
0408304297-00**Type:**

Dry Hole

Status:

Plugged

**Wellbore Spud
Date:**
N/A**Rig Release Date:**

N/A

Feet Above Ground:

N/A

Completion Date:

N/A

**Elevation Above
Sea Level:**

N/A

Depth Datum:

N/A

Wellbore Direction:

Vertical



Well Detail

P. C. Higgins 1 - API 0408304644

Summary ▾

Actions ▾

API Number 0408304644	Well Designation P. C. Higgins 1	Well Number 1
Operator P. C. Higgins	Well Type Oil & Gas	Well Status Idle
Active Permit No	Bond Number N/A	Confidential Well No
Confidentiality Expiration Date N/A	Lease P. C. Higgins	Surface Owner N/A
Mineral Owner N/A	Jurisdiction N/A	Well Name Unspecified
Spud Date N/A	Exploratory Well No	Dry Hole Y
Status Date 04/26/2018	Initial Date of Production 1/31/1977	Directionally Drilled No
Well Classifications N/A		

Location Information		
Field Any Field [0]	Area(s) Any Area [0]	Pool(s) No Pool Breakdown [0]
Section 33	Township 04N	Range 25W
Latitude 34.38745880	Longitude -119.50957489	B&M SB
County Santa Barbara	District Coastal	Onshore/Offshore Onshore
Datum NAD 83	Depth measurements referenced to N/A	Feet above ground N/A
Elevation above Sea Level N/A	Corner Call N/A	
Location Description N/A		

Bottom Hole Location Information - Wellbore 0408304644-00		
Section N/A	Township N/A	Range N/A
Latitude N/A	Longitude N/A	B&M N/A
Field Any Field [0]	County N/A	Corner Call N/A

Current Associated Projects

▸

Wellhead Equipment

▸

Well Activity

PRODUCTION DATA

View All

(Mar 2020 - Present)

0	0	0
OIL (Bbls)	GAS (Mcf)	WATER (Bbls)

INJECTION DATA
(Mar 2020 - Present)

[View All](#)

0	0	0
OIL (Bbls)	GAS (Mcf)	WATER (Bbls)

Zones of Significance



Wellbore
0408304644-00

Type:
Oil & Gas

Status:
Idle

Drill/Spud Date:
N/A

Completion Date:
N/A

Bottom Hole (MD): N/A
Bottom Hole (TVD): N/A



Well Detail

Carpinteria Community 1 - API 0428304313

SummaryActions

API Number 0428304313	Well Designation Carpinteria Community 1	Well Number 1
Operator Thornbury Drilling Co.	Well Type Dry Hole	Well Status Plugged & Abandoned
Active Permit No	Bond Number N/A	Confidential Well No
Confidentiality Expiration Date N/A	Lease Carpinteria Community	Surface Owner N/A
Mineral Owner N/A	Interested Federal Agencies N/A	Well Name Unspecified
Well Spud Date N/A	Exploratory Well No	Dry Hole Y
Status Date 04/26/2018	Initial Date of Production N/A	Directionally Drilled No
Fields(s) N/A	Areas(s) N/A	Pool(s) N/A
Well Classifications N/A		

Surface Location

Section 33	Township 04N	Range 25W
Latitude 34.38871002	Longitude -119.50675201	B&M SB
County Santa Barbara Offshore	District Coastal	Onshore/Offshore Onshore
Datum NAD 83	Corner Call N/A	
Location Description N/A		

Bottom Hole Location - Wellbore 0428304313-00

Section N/A	Township N/A	Range N/A
Latitude N/A	Longitude N/A	B&M N/A
Field Any Field [0]	County N/A	Corner Call N/A

Current Associated Projects

Wellhead Equipment

Well Activity

PRODUCTION DATA
(Jan 2021 - Present)

0

View All

I-111

OIL (Bbls)	0	0
	GAS (Mcf)	WATER (Bbls)

INJECTION DATA
(Jan 2021 - Present)
[View All](#)

0	0	0
OIL (Bbls)	GAS (Mcf)	WATER (Bbls)

Zones of Significance

Wellbore 0428304313-00	Type: Dry Hole	Status: Plugged	Wellbore Spud Date: N/A	Rig Release Date: N/A	Completion Date: N/A	Depth Datum: N/A
				Feet Above Ground: N/A	Elevation Above Sea Level: N/A	Wellbore Direction: Vertical

Well Detail

Well No. 2 - API 0408304328

SummaryActions

API Number 0408304328	Well Designation Well No. 2	Well Number 2
Operator James F. Nugent Oil Co.	Well Type Dry Hole	Well Status Plugged & Abandoned
Active Permit No	Bond Number N/A	Confidential Well No
Confidentiality Expiration Date N/A	Lease Well No.	Surface Owner N/A
Mineral Owner N/A	Interested Federal Agencies N/A	Well Name Unspecified
Well Spud Date N/A	Exploratory Well No	Dry Hole Y
Status Date 04/26/2018	Initial Date of Production N/A	Directionally Drilled No
Fields(s) N/A	Areas(s) N/A	Pool(s) N/A
Well Classifications N/A		

Surface Location

Section 33	Township 04N	Range 25W
Latitude 34.38901901	Longitude -119.51000977	B&M SB
County Santa Barbara	District Coastal	Onshore/Offshore Onshore
Datum NAD 83	Corner Call N/A	
Location Description N/A		

Bottom Hole Location - Wellbore 0408304328-00

Section N/A	Township N/A	Range N/A
Latitude N/A	Longitude N/A	B&M N/A
Field Any Field [0]	County N/A	Corner Call N/A

Current Associated Projects

Wellhead Equipment

Well Activity

PRODUCTION DATA
(Jan 2021 - Present)

0

View All

I-113

OIL (Bbls)

0

0

GAS (Mcf)

WATER (Bbls)

INJECTION DATA
(Jan 2021 - Present)[View All](#)

0

OIL (Bbls)

0

GAS (Mcf)

0

WATER (Bbls)

Zones of Significance

Wellbore
0408304328-00**Type:**

Dry Hole

Status:

Plugged

**Wellbore Spud
Date:**

N/A

Rig Release Date:

N/A

Completion Date:

N/A

Feet Above Ground:
N/A**Elevation Above
Sea Level:**
N/A**Depth Datum:**

N/A

Wellbore Direction:
Vertical

Well Detail

Well No. 1 - API 0408304327

Summary

Actions

API Number 0408304327	Well Designation Well No. 1	Well Number 1
Operator James F. Nugent Oil Co.	Well Type Dry Hole	Well Status Plugged & Abandoned
Active Permit No	Bond Number N/A	Confidential Well No
Confidentiality Expiration Date N/A	Lease Well No.	Surface Owner N/A
Mineral Owner N/A	Interested Federal Agencies N/A	Well Name Unspecified
Well Spud Date N/A	Exploratory Well No	Dry Hole Y
Status Date 04/26/2018	Initial Date of Production N/A	Directionally Drilled No
Fields(s) N/A	Areas(s) N/A	Pool(s) N/A
Well Classifications N/A		

Surface Location		
Section 33	Township 04N	Range 25W
Latitude 34.39009094	Longitude -119.50997925	B&M SB
County Santa Barbara	District Coastal	Onshore/Offshore Onshore
Datum NAD 83	Corner Call N/A	
Location Description N/A		

Bottom Hole Location - Wellbore 0408304327-00		
Section N/A	Township N/A	Range N/A
Latitude N/A	Longitude N/A	B&M N/A
Field Any Field [0]	County N/A	Corner Call N/A

Current Associated Projects

Wellhead Equipment

Well Activity

PRODUCTION DATA
(Jan 2021 - Present)

0

View All

OIL (Bbls)	0	0
	GAS (Mcf)	WATER (Bbls)

INJECTION DATA
(Jan 2021 - Present)

[View All](#)

0	0	0
OIL (Bbls)	GAS (Mcf)	WATER (Bbls)

Zones of Significance

Wellbore
0408304327-00

Type:
Dry Hole

Status:
Plugged

**Wellbore Spud
Date:**
N/A

Rig Release Date:
N/A
Feet Above Ground:
N/A
Completion Date:
N/A
**Elevation Above
Sea Level:**
N/A

Depth Datum:
N/A
Wellbore Direction:
Vertical

Well Detail

Carpinteria Community 1 - API 0408304313

Summary ▾

Actions ▾

API Number 0408304313	Well Designation Carpinteria Community 1	Well Number 1
Operator Thornbury Drilling Co.	Well Type Oil & Gas	Well Status Idle
Active Permit No	Bond Number N/A	Confidential Well No
Confidentiality Expiration Date N/A	Lease Carpinteria Community	Surface Owner N/A
Mineral Owner N/A	Jurisdiction N/A	Well Name Unspecified
Spud Date N/A	Exploratory Well No	Dry Hole N/A
Status Date 04/26/2018	Initial Date of Production N/A	Directionally Drilled No
Well Classifications N/A		

Location Information		
Field Any Field [0]	Area(s) Any Area [0]	Pool(s) N/A
Section 33	Township 04N	Range 25W
Latitude 34.38719940	Longitude -119.50733948	B&M SB
County Santa Barbara	District Coastal	Onshore/Offshore Onshore
Datum NAD 83	Depth measurements referenced to N/A	Feet above ground N/A
Elevation above Sea Level N/A	Corner Call N/A	
Location Description N/A		

Bottom Hole Location Information - Wellbore 0408304313-00		
Section N/A	Township N/A	Range N/A
Latitude N/A	Longitude N/A	B&M N/A
Field Any Field [0]	County N/A	Corner Call N/A

Current Associated Projects

▸

Wellhead Equipment

▸

Well Activity

PRODUCTION DATA

View All

(Mar 2020 - Present)

0	0	0
OIL (Bbls)	GAS (Mcf)	WATER (Bbls)

INJECTION DATA
(Mar 2020 - Present)

[View All](#)

0	0	0
OIL (Bbls)	GAS (Mcf)	WATER (Bbls)

Zones of Significance

Wellbore 0408304313-00	Type: Oil & Gas	Status: Idle	Drill/Spud Date: N/A	Completion Date: N/A	Bottom Hole (MD): N/A Bottom Hole (TVD): N/A
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Well Detail

Community 3 - API 0408304315

SummaryActions

API Number 0408304315	Well Designation Community 3	Well Number 3
Operator Thornbury Drilling Co.	Well Type Dry Hole	Well Status Plugged & Abandoned
Active Permit No	Bond Number N/A	Confidential Well No
Confidentiality Expiration Date N/A	Lease Community	Surface Owner N/A
Mineral Owner N/A	Interested Federal Agencies N/A	Well Name Unspecified
Well Spud Date N/A	Exploratory Well No	Dry Hole Y
Status Date 04/26/2018	Initial Date of Production N/A	Directionally Drilled No
Fields(s) N/A	Areas(s) N/A	Pool(s) N/A
Well Classifications N/A		

Surface Location

Section 33	Township 04N	Range 25W
Latitude 34.38806152	Longitude -119.50680542	B&M SB
County Santa Barbara	District Coastal	Onshore/Offshore Onshore
Datum NAD 83	Corner Call N/A	
Location Description N/A		

Bottom Hole Location - Wellbore 0408304315-00

Section N/A	Township N/A	Range N/A
Latitude N/A	Longitude N/A	B&M N/A
Field Any Field [0]	County N/A	Corner Call N/A

Current Associated Projects

Wellhead Equipment

Well Activity

PRODUCTION DATA
(Jan 2021 - Present)

0

View All

I-119

OIL (Bbls)

0

0

GAS (Mcf)

WATER (Bbls)

INJECTION DATA

(Jan 2021 - Present)

[View All](#)

0

OIL (Bbls)

0

GAS (Mcf)

0

WATER (Bbls)

Zones of Significance

Wellbore
0408304315-00**Type:**

Dry Hole

Status:

Plugged

Wellbore Spud**Date:**

N/A

Rig Release Date:

N/A

Completion Date:

N/A

Depth Datum:

N/A

Feet Above Ground:

N/A

Elevation Above**Sea Level:**

N/A

Wellbore Direction:

Vertical



ATTACHMENT 2- Behrens and Associates Comments

Hello Jenn,

I reviewed the table you have provided below and determined how the 3rd party consultant derived those values in the “increase, hourly” column. They utilized the lowest hourly ambient sound level during the daytime period and compared that value to the loudest hourly sound level from the predicted values at their corresponding receptors. This is an extremely conservative assessment considering there are no construction specific noise guidelines for the proposed site operations.

Using the 3rd party consultant’s methodology of taking the loudest predictive hourly sound level of the loudest phase of construction and comparing it to the ambient sound levels, it would be more reasonable to utilize the average daytime ambient sound level instead of the lowest sound level because there are some major differences hour to hour due to the constant passing of the train that is also part of the ambient noise. The predictive model we completed represents the loudest possible sound levels assuming that all equipment is running concurrently which is already a very conservative assessment. It should also be noted that the assessment completed by the 3rd party implies that the construction activities will remain for example at Receiver 12 at 69.2 dBA during the entire period of construction, which only occurs during Phase 2. Where Phase 1 and Phase 3 predictive sound levels results are 48.9 dBA and 54.1 dBA, respectively. Please let me know if you have any other questions and how I can further assist your team.

Carol Colby

Acoustical Engineer

Behrens and Associates · Environmental Noise Control

13806 Inglewood Avenue | Hawthorne, California | 90250

Office 310 679 8633 · Direct 424 456 7102 · Fax 310 331 1538

www.environmental-noise-control.com | www.drillingnoisecontrol.com

From: Jennifer Leighton <jleighton@padreinc.com>

Sent: Wednesday, January 24, 2024 12:02 PM

To: Carol Colby <ccolby@baenc.com>

Cc: Simon Poulter <spoulter@padreinc.com>; Jeff Obermeyer <jobermeyer@baenc.com>

Subject: RE: Noise Study

Hi Carol – Thanks again for getting back to me and working on this. Below is a link to the City’s EIR. The Section dealing with Noise written by their 3rd party consultant is under the file named 2_2128_Draft-EIR-Chevron-Carpinteria-Decommissioning, in Section 4.10 (Noise and Vibration). That will give you background information on what they used from your report in terms of ambient baseline measurements.

 https://crystahl-my.sharepoint.com/:f/g/personal/jleighton_padreinc_com/EmmkCZYhPp1HoYwYHxwuqLsB_VPrAmTW/EVDFSq4kMfwXYw?e=JX4aJ1

If you could review the table below in relation to the City thresholds, that would help use prepare a response to submit back to the City in terms of accuracy of the conclusions in the Section.

Thanks much,

Jenn Leighton
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ATTACHMENT 3 – Matrix of Comments on the DEIR

ATTACHMENT 3

Matrix of Comments on the DEIR

Comment #	Section	Page	Chevron Comment(s)
Executive Summary			
ES-1	ES.2	ES-4	Chevron appreciates the City's deletion of the sentence: "Tier 1 Environmental Screening Levels for residential uses (or equally protective contaminant-specific, agency approved levels) provide the standard for on-site soil remediation, consistent with Chevron's clean up objectives." This sentence was incorrect and inconsistent with the Project Description described in the Executive Summary (ES.2) and the Project Objectives (2.2). As noted below in Comment I-1, the Introduction (1.1) should be corrected to also delete this sentence. In addition, the City should ensure that the copy of the DEIR uploaded to the State Clearinghouse contains both corrections to Sections ES.2 and 1.1.
ES-2	ES.5.2, ES.6.2.2	ES-6, ES-11, ES-12	<p>Pre-existing baseline conditions (that is, conditions which existed prior to issuance of the Notice of Preparation for the EIR) are part of the environmental setting, not impacts of the project subject to the alternatives and mitigation provisions of CEQA. CEQA Guidelines § 15125. "Impacts" under CEQA are limited to <i>changes</i> in the pre-project environment that are attributable to the project. CEQA Guidelines §§ 15126.2(a), 15126.6. The environment includes "both natural and man-made conditions." CEQA Guidelines § 15360.</p> <p>However, the Full Removal Alternative inappropriately includes actions to address three pre-existing baseline conditions: seven legacy wells for which Chevron is not legally responsible, natural seeps which are natural parts of the environment, and the Hazel and Hilda pipeline bundle which was abandoned in place decades ago as approved by the State Lands Commission. All three are pre-existing baseline conditions which the Proposed Project will avoid and not disturb, and should not be included in the Full Removal Alternative.</p>
ES-3	ES.5.2, ES.6.2.2	ES-6, ES-11, ES-12	An EIR is required to consider a reasonable range of feasible alternatives which would avoid or substantially lessen the project's significant environmental impacts. CEQA Guidelines § 15126.6. Remediation of baseline and natural conditions unrelated to the Proposed Project is not a reasonable alternative, where doing so would not avoid or substantially lessen any significant environmental impact attributable to the Proposed Project. As discussed above, existing conditions are baseline conditions, not Proposed Project impacts.
ES-4	ES.5.2, ES.6.2.2	ES-6, ES-11, ES-12	In addition, the reasonable range of alternatives evaluated in an EIR must feasibly attain most of the basic objectives of the project. CEQA Guidelines § 15126.6. As stated in Section ES.3, Objectives of the Project (pp. ES-4 - 5), "the Project's purpose is to demolish and remove surface and subsurface facilities and subsequent remediation of any impacted soils connected to activities from the Onshore Facility to accommodate the site's potential future redevelopment." Including legacy wells and natural seeps unconnected to activities of the Onshore Facility, or to

			the applicant-proposed objectives listed on p. ES-5, in the Full Removal Alternative does not address Project objectives.
ES-5	ES.5.2, ES.6.2.2	ES-6, ES-11, ES-12	<p>Alternatives evaluated in an EIR must be feasible, taking into account (among other things) legal factors. CEQA Guidelines §§ 15126.6(a), (c), 151364. The legacy well component of the Full Removal Alternative would be legally infeasible because it would conflict with state law. Under Public Resources Code §§ 3108.1 and 3237(c) the current or former operator is responsible for abandoning or (if the integrity of a previously abandoned well is in question) reabandoning such wells. If the responsible operator is unknown or has inadequate financial resources, the state may undertake abandonment – not the property owner. Pub. Res. Code § 3237(c)(5). A property owner which is not a current or former operator of previously abandoned wells may become responsible if well integrity is disturbed, or access to the well is blocked, by new construction proposed by the property owner. Pub. Res. Code § 3108.1(b).</p> <p>As described in Table 4.7.1, the seven legacy wells on the property date from 1913 to 1951; five of the seven are plugged dry holes. Since Chevron never operated the legacy wells which were present on the Project site prior to Chevron's acquisition of the property, and the Proposed Project will not disturb their integrity or block access, under state law Chevron has no responsibility for those wells. See Attachment 1 identifying the historic operators of the legacy wells.</p>
ES-6	ES.5.2, ES.6.2.2	ES-6, ES-11, ES-12	<p>Feasibility also takes into account technological factors. CEQA Guidelines § 15364. It is technologically infeasible to remediate natural oil seeps which have been ongoing for thousands of years. There is no evidence of successful efforts to remediate natural seeps. Attempts to cement over natural seeps in southern California have resulted in seeps moving around the cement cap. (Padre Associates, personal communication.) According to the National Oceanic and Atmospheric Administration, natural seeps release oil slowly over time and allow ecosystems to adapt, in contrast to the rapid release of large quantities of oil in a human-caused oil spill. See https://oceanservice.noaa.gov/facts/oilseep.html</p>
ES-7	ES.5.2, ES.6.2.2	ES-6, ES-11, ES-12	<p>Adding the legacy wells and natural seeps to the Full Removal Alternative would potentially cause additional environmental impacts and require additional mitigation associated with work unrelated to the Proposed Project. The DEIR (pp. ES-11 – 12) acknowledges additional impacts under the Full Removal Alternative including GHG emissions; aesthetic, noise and traffic impacts; and potential releases during work on legacy wells. While the DEIR characterizes these additional impacts as minor and/or temporary, they still constitute impacts that would not occur or would be reduced with the Proposed Project.</p> <p>In addition, since the Full Removal Alternative has impacts that would not occur or would be reduced with the Proposed Project, it is not correct to identify the Full Removal Alternative as the environmentally superior alternative. (See Comment ES-12.)</p>

ES-8	ES.5.2, ES.6.2.2	ES-6, ES-11, ES-12	<p>In addition, the Full Removal Alternative includes removal of the Hazel and Hilda pipeline bundle, which was associated with the previously decommissioned Platforms Hazel and Hilda.</p> <p>Like the legacy wells and natural seeps, the presence of the pipeline bundle is an existing baseline condition. As the DEIR acknowledges (p. 5-5), the State Lands Commission approved abandonment of these pipelines in place during the platform decommissioning project. Prior to abandonment in place, the pipelines were cleaned by flushing and running a “pig” through the lines to remove all hydrocarbons, and filled with grout to a distance of 800 feet offshore from the bluff. See the State Lands Commission’s August 3, 1994 Mitigated Negative Declaration for the Abandonment and Removal of Four Offshore Oil Platforms, Santa Barbara County (MND), p. 2-27. As such, these pipelines pose no ongoing risk of release.</p> <p>Including the Hazel and Hilda pipeline bundle in the Full Removal Alternative would also cause additional impacts associated with additional removal work. As explained in the MND (p. 2-27), the Hazel and Hilda pipelines were abandoned in place to “minimize environmental impacts associated with removal operations [so that] no disruption of the beach or bluff face will occur. . . . [A]bandonment in place poses no significant risk or hazard and, thus, represents the environmentally superior alternative to the disruption caused by removing the lines across the beach.”</p>
ES-9	ES.5.2, ES.6.1.2	ES-6, ES-11, ES-12	<p>For these reasons, Chevron requests that the City revise the Final EIR to delete the Full Removal Alternative, and analyze only the proposed Project and the No Project Alternative. CEQA does not require an EIR to analyze more alternatives than the No Project Alternative in all cases; whether to do so must be evaluated based on the facts and circumstances of each project. In this case, the proposed Project is not a typical industrial development project but a decommissioning and remediation project that includes no new facilities. The typical range of alternatives for reducing a development project’s environmental footprint (such as a smaller facility or different location) does not apply.</p> <p>The Full Removal Alternative does not even qualify as a proper EIR alternative under CEQA Guidelines § 15126.6(a), as it would not avoid or substantially lessen the Project’s significant impacts. On the contrary, each of its three components would result in increased impacts compared to the existing conditions baseline. Nor would the Full Removal Alternative attain most of the Project objectives identified in the DEIR, p. 2-1.</p>
ES-10	ES.6.1.2	ES-9	<p>An EIR may discuss a project’s environmental and other benefits. CEQA (Pub. Res. Code) § 21082.4; CEQA Guidelines § 15124. The DEIR includes Section ES.6.1.2 on “Beneficial Class IV Impacts” but incorrectly states that no beneficial impacts are associated with the Project. Demolition and removal of aboveground facilities and remediation of contamination should be considered as project benefits. In discussing the No Project Alternative, the DEIR (p. ES-10) acknowledges that eliminating visible industrial equipment in a scenic area and removing contaminated soil under existing facilities would be beneficial. For the same reason, beneficial Class IV impacts from the Proposed Project should be recognized in Section ES.6.1.2.</p>

ES-11	ES.6.2.1	ES-10 – ES-11	The statement that “The No Project Alternative also would not address the seven idle wells within the property and those wells could potentially leak in the future and result in impacts to biological resources and water resources as with the proposed Project” is incorrect for two reasons. First, the wells are an existing baseline condition and their continued presence under the No Project Alternative is not an environmental impact under CEQA. Second, the existing wells will not be affected by the Proposed Project and any future leaks from those wells would not be an impact of the Proposed Project.
ES-12	ES 6.2.2, ES.7	ES-11, ES-12, ES-13	<p>If the City elects to retain the Full Removal Alternative (in its entirety or in part), its impacts (ES.6.2.2) and determination of the Environmentally Superior Alternative (ES.7) should be re-evaluated.</p> <p>Table ES.3 demonstrates increased impacts from the Full Removal Alternative (which includes the Proposed Project plus additional components) compared to the Proposed Project alone. While the DEIR (pp. ES-11 – 12) characterizes these additional impacts as minor and/or temporary, they still constitute impacts that would not occur or would be reduced with the Proposed Project. Yet the Full Removal Alternative was selected as the Environmentally Superior Alternative. It appears that the reason the DEIR identifies the Full Removal Alternative as environmentally superior is that it incorrectly treats baseline conditions (natural seeps, legacy wells and the Hazel and Hilda pipeline bundle) as impacts of the Proposed Project, which (at least in theory) would be eliminated under the Full Removal Alternative. (As noted above, it is not feasible to eliminate natural seeps.) However, these baseline conditions are not impacts of, and would not change as a result of, Chevron’s proposed project. Moreover, as noted above, there is no ongoing risk of releases from the Hazel and Hilda pipelines, which ceased transporting oil and were cleaned and flushed decades ago, as part of the 4H Platforms decommissioning. Thus, the Full Removal Alternative would not avoid or reduce any impacts that are properly treated as impacts of the Proposed Project, while Proposed Project would avoid or reduce the greater temporary impacts of the Full Removal Alternative. Accordingly, the Proposed Project and not the Full Removal Alternative should be identified as the Environmentally Superior Alternative.</p>
Introduction			
I-1	1.1	1-1	Delete the sentence: “Tier 1 Environmental Screening Levels for residential uses (or equally protective contaminant-specific, agency approved levels) provide the standard for on-site soil remediation, consistent with Chevron’s clean up objectives.” This sentence is incorrect and inconsistent with the Project Description described in the Executive Summary (ES.2), the Project Objectives (2.2) and the corrected Executive Summary (ES.2).
Project Description			
PD-1	2.5.3.2	2-38	Table 2.1 correctly indicates Project Initiation in April 2024, consistent with the updated schedule. The text on p. 2-38 preceding Table 2.1 should be revised to change the October 2023 start date assumption to April 2024, consistent with the table. Please note that Chevron anticipates additional revisions to its proposed execution schedule given the potential timing of the Final EIR and certification close to or after April 2024.

PD-2	2.7.1	2-42	DEIR describes the City's intent to meet with CalGEM to discuss guidance on the existence of the legacy wells. The Final EIR should describe any guidance provided by CalGEM. Under state law, Chevron has no responsibility for legacy wells which Chevron did not operate and which the Proposed Project will not disturb (see comments above regarding the Full Removal Alternative).
Air Quality			
AQ-1	4.2	4.2-15 (Table 4.2.5)	The table columns are mislabeled: the 4th column (labelled CO in the DEIR) should be labeled PM10, the fifth column (labelled SO2 in the DEIR) should be labeled PM2.5, the sixth column (labeled PM10 in the DEIR) should be labeled CO, and the last column (labeled PM2.5 in the DEIR, but with numbers which duplicate the column labeled NOx) should be deleted.
AQ-2	4.2	4.2-15 (Tables 4.2.5 and 4.2.6)	The air pollutant calculations for the maximum 12-month period are based on implementation of Task/Areas 4 through 7 in a 12-month period. Based on the revised project schedule (Table 2.10), demolition and remediation of the Main Plant Area (Area 6) and MSRC Lease Area (Area 7) would not occur in the same 12-month period therefore the maximum 12-month emissions must be recalculated.
Biological Resources			
BR-1	4.3.1.1	4.3-23	Table 4.3.3, Special-Status Wildlife Species, Cooper's hawk has also recently been observed foraging in the Main Plant Area. We suggest deleting "in Buffer Zone".
BR-2	4.3.1.2	4.3-32	Pelagic Habitats and Resources - The text cites Padre 2021c (Marine Biological Study) as the source of information. However, Padre 2021c did not reference fish trapping surveys or 2015 oil platform surveys mentioned in this paragraph. Please provide the source for this information. Fish assemblages that are common on oil platforms were not observed during ROV surveys of, nor are they expected to occur around, Project facilities in the Project site.
BR-3	4.3.1.2	4.3-34	Special-Status Marine Species - there are no special-status bird species that would breed in the offshore Project site.
BR-4	4.3.1.2	4.3-34	Special-Status Marine Species - The text cites Padre 2021c (Marine Biological Study) as the source of information. However, Padre 2021c did not include or reference aerial surveys for marine mammals. Please provide the source for this information.
BR-5	4.3.4	4.3-50	The DEIR states "The Applicant has prepared several plans and documents identifying measures to avoid and minimize impacts to biological resources during Project construction, including the Tree Maintenance and Hazard Reduction Plan". However, this plan was developed in concert with the City to address a public safety issue resulting from storm damage to specific trees following a recent storm event. This work was completed with removal of all of the identified damaged trees, as approved by the City, and the public safety issue has been resolved. There is no overlap between the completed removal of specific damaged trees under the plan and the new removal of other trees proposed for the Project. Reference to this Plan should be deleted from the DEIR, as it does not apply to and has no bearing on the Project being evaluated.
BR-6	4.3.4	4.3-52-53	Cooper's hawk: Recent sightings of Cooper's hawk have occurred in and around the IR Building (Main Plant Area) hunting rock pigeon, which are introduced and are not protected by the MBTA. Suggest adding: "Building removal will result in a beneficial impact to eliminate the attractive nuisance of rock pigeon to these buildings and eliminate the potential for Cooper's hawks to be

			inadvertently entrapped inside these buildings while hunting." This would be a Class IV beneficial impact of the proposed Project.
BR-8	4.3.4	4.3-55	Habitat Restoration/Revegetation Plan - requires inclusion of shoreline and offshore habitat. See #2 of Bio.1b. The impact analysis finds no significant impact to these habitats. In the absence of significant impacts requiring mitigation, they should not be included in the Habitat Restoration/Revegetation Plan.
BR-9	4.3.4	4.3-56	Bio.1b, 8(d) – The mitigation measure requiring a guarantee that imported fill material is 100% weed free is infeasible. Available fill source locations typically have non-native herbaceous vegetation growing on them. Soil from sites with completely native vegetation may not be available and borrowing soil from such sites would create additional undue impacts to native communities. Soil treatment is the only feasible method of avoiding weed seeds in fill material. In addition, treatment is only applicable to soil used for site surface restoration, not to buried fill in larger excavations, which is too deep to be a source of weeds. We suggest revising the second sentence to state: "All imported fill used for site surface restoration will undergo standard weed control treatments prior to collection and import of soil to the Project Site. Upon completion of final contouring, follow-up weed control treatments described above in Mitigation Measure Bio 1b, 8(a) will be implemented to ensure the post-project control of non-native vegetation establishment."
BR-10	4.3.4	4.3.59	Bio.1e – Several mitigation measures require surveys, training and oversight by a qualified biologist approved by the City. However, in some cases it is unclear whether the measures also require separate approval by other agencies for using a particular biologist specifically for this Project. There is no need for separate agency approval to use a qualified biologist for this Project, since to be "qualified" requires that the biologist must have appropriate training and experience and must be approved by regulatory agencies for conducting this type of survey, training and oversight. For clarity, we suggest revising MM Bio.1e to delete "and agency" and refer to a "Qualified City-approved biologist", consistent with MM Bio.1c.
BR-11	4.3.4	4.3-60	Bio.1g – For clarity, the location of Project-related activities north of the train tracks should be excluded from the 1,000-foot buffer of the haulout/rookery, so that decommissioning of the Main Plant Area and Chevron Pipeline Area (Tank 861) can proceed during the pupping season (Dec 1-May 31). Those activities would not have any impact on seals on the beach, while precluding them during the pupping season would extend the Project schedule with potentially increased impacts.
BR-12	4.3.4	4.3-61	Bio.1.h – Consistent with Bio.1c, we suggest revising to refer to a "qualified City-approved wildlife biologist"; see Comment BR-10 above.
BR-13	4.3.4	4.3-65	To avoid confusion, Mitigation Measure Bio.3.c, requiring compensatory wetland mitigation, should be revised to clarify that the compensatory wetland replacement shall not occur in any area (e.g., the buffer zone) which will be revegetated with other vegetation under MM Bio.1.b.9.
BR-14	4.3.4	4.3-68	Figure 4.3-10, Tree Inventory Map. The Figure provided shows close, but not exact locations of trees, and the figure cuts off the southernmost portion of trees slated for removal. For the record, a more accurate inventory map is attached as Attachment 4 to these comments.

Cultural Resources			
CR-1	4.4.1	4.4-26	In Table 4.4.3, the Former Sandblast Area should not be marked as located within CA-SBA-6, consistent with the cultural technical study (see Project Application Appendix F, pages 6-1 and 6-14). There is no potential Project impact to CA-SBA-6 in this area.
CR-2	4.4.3	4.4-27	Cul.1.a reads "Prior to the approval of any plan or issuance of any permit, the Cultural Resources Management Plan (CRMP) shall be submitted to the City for review and approval." Read literally, this appears to require approval of the plan prior to approval of the plan. Moreover, no separate permit is required. For clarity, this measure should be revised to state: "Prior to ground disturbance, the Cultural Resources Management Plan (CRMP) shall be submitted to the City for review and approval."
CR-3	4.4.4.4	4.4.-30-31	Cul.2.a.2 and Cul.2.b – It is inappropriate to require that "Chevron or their representative shall notify the Native American representative of the identification of human remains." The Native American Heritage Commission designates the Most Likely Descendant (MLD); neither Chevron or its representatives can assume who the MLD will be. As drafted in the DEIR, Mitigation Measures Cul.2.a.2, 2.a.4, 2.b.3 and 2.b.3 are inconsistent with state law, California Public Resources Code §5097.98 (Notification of Native American human remains, descendants; disposition of human remains and associated grave goods). Section 5097.98 specifies that the Native American Heritage Commission is responsible for identifying and notifying the MLD when the county coroner notifies the Commission of the discovery of Native American human remains. The mitigation measures should be revised to state that the county coroner will contact the Native American Heritage Commission which will notify the MLD as provided by state law, and to remove the requirement for Chevron to notify the MLD.
Geology and Soils			
GS-1	4.5.3	4.5-6-7	A Stormwater Management Plan has been approved and is already in place at the Project Site, which should be referenced here.
Climate Change			
CC-1	4.6	4.6-18, Tables 4.6.4 and 4.6.5	The GHG emissions for the maximum 12-month period are based on implementation of Task/Areas 4 through 7 in a 12 month period. Based on the revised project schedule (Table 2.10), demolition and remediation of the Main Plant Area (Area 6) and MSRC Lease Area (Area 7) would not occur in the same 12-month period. Therefore, the maximum 12-month GHG emissions must be recalculated (Tables 4.6.4 and 4.6.5)
Hazardous Materials			
HM-1	4.7.4	4.7-13, 4.17-14, 4.17-15	Impact Haz.2 – The Legacy Wells are a part of the Environmental Setting baseline conditions and are excluded from the proposed Project. No activity performed by the applicant as part of the Proposed Project will disrupt or cause this baseline condition to change. The statement in the DEIR, pp. 4.7-14 -15, suggesting "that there would be an increase in hazards associated with leaving the wells in place" does not refer to an impact of the Proposed Project and does not belong under Impact Haz.2. The potential for leakage from these wells, as well as future potential spill impacts from future activities that may be undertaken by other parties which may disturb the wells at some unknown future date, are not impacts of the Proposed Project.

			As discussed in comments above and in Chevron's comment transmittal letter, baseline conditions are not subject to CEQA review and mitigation requirements and should be deleted in the Final EIR discussion of Impact Haz.2. The legacy wells should be discussed (if at all) in the Environmental Setting section 4.7.1 only.
HM-2	4.7.4	4.7-14, 4.17-15	Similarly, the oil seeps are a baseline and natural condition that would not be affected by the Proposed Project, not an impact of the Project. The reference to the oil seeps should be deleted from Impact Haz.2 and discussed (if at all) in the Environmental Setting section 4.7.1 only.
Hydrology			
HY-1	4.8.4	4.8.9	A Stormwater Management Plan has been approved and is already in place at the Project Site, which should be referenced here.
Noise and Vibration			
N-1	4.10.4	4.10-24	<p>The DEIR analysis of noise impacts N.1 and N.2 is based on Table 4.10.8, which is based on the noise assessment prepared by consultants Behrens and Associates, Inc, (2023). Behrens has reviewed the DEIR and noted that it uses a different methodology than their study; see Attachment 2.</p> <p>According to Behrens, the DEIR uses overly conservative assumptions in the calculations when estimating noise levels during decommissioning operations, utilizing the lowest hourly ambient sound level during the daytime period and comparing that value to the loudest hourly sound level from the predicted values at the corresponding receptors. The DEIR's approach fails to take into account the fact that peak sound levels on the site typically are a result of high baseline traffic noise from the 101 corridor and the additional periodic noise from the adjacent railroad corridor. The DEIR presents an extremely conservative assessment that is not based on any construction-specific City noise guidelines. Given the baseline conditions, it would be more reasonable to utilize the average daytime ambient sound level instead of the lowest sound level, because there are major differences from hour to hour due to the constant passing of trains which contribute to ambient noise.</p> <p>The predictive model used in the Behrens 2023 noise study represents the loudest possible sound levels, assuming that all equipment is running concurrently, which is already a highly conservative assumption. Applying the Behrens noise study assumptions, the Project will not result in exceedance of the City's noise thresholds even when using conservative estimates, and impacts are therefore less than significant; no mitigation is required.</p> <p>Chevron does not object to Mitigation Measure N.2b since the Project does not propose to conduct onshore nighttime construction. However, Mitigation Measure N.2a, which requires installation of noise barriers and the removal of safety sound alerts to mitigate noise impacts, is unnecessary and should be removed.. Mitigation is required only for impacts determined to be potentially significant because they exceed significance thresholds, not for impacts found to be less than significant. CEQA Guidelines § 15126.4(a)(3).</p>

N-2	4.10-4	4.10-24	In addition, the requirement to remove safety sound alerts (back-up beepers) should be deleted from the noise mitigation. Removal of these sound alerts is infeasible, as doing so would present safety issues for workers onsite when heavy equipment is present.
N-3	4.10-4	4.10-24	In the alternative, if the overly conservative assumptions of the noise analysis are retained, MM N.2.a should be revised to expressly require noise barriers and limit noise activities only in the locations where noise is projected to exceed significance thresholds in DEIR Table 4.10-8, or is demonstrated to exceed thresholds by noise monitoring at residences. For example, the DEIR assumes that Receiver 12 will be exposed to noise at 69.2 dBA during the entire period of construction, but this occurs during Phase 2. In Phase 1 and Phase 3, the predictive sound levels results are 48.9 dBA and 54.1 dBA, respectively. Chevron requests that the City allow a noise monitoring plan that would employ noise barriers to the extent necessary if/when noise was expected to exceed allowable thresholds, but not throughout construction activities.
N-4	4.10-4	4.10-25	As the DEIR indicates, Chevron proposes to work onshore up to 10 hours per day, i.e., during daylight hours (p. 2-38), but nighttime construction may be necessary in the surf zone (p. 4.10-24). To protect residences, MM N.2b prohibits nighttime noise-generating construction activities, but does not expressly limit this prohibition to onshore construction. MM N.2b should be revised to clarify that it does not apply to nighttime construction in the surf zone or offshore.
Tribal Cultural Resources			
TCR-1	4.12.1	4.12-1	The DEIR states, "However, Project impacts are not proposed within the portions of the Former Marketing Terminal Area, the Chevron Pipeline Area, and the Pier Parking Lot Area that contain intact cultural deposits." The reference to the Former Marketing Terminal Area in this sentence is not supported by the results of Padre's cultural resources report (see Project Application Appendix F, page 7-1), which does not identify intact cultural deposits within the Former Marketing Terminal Area. All deposits observed in the Former Marketing Terminal Area were in disturbed contexts.
Alternatives			
A-1	5.3	5-4 and 5-9	See comments above and in Chevron's comment transmittal letter regarding the exclusion of legacy wells from the "Full Removal Alternative." In addition, the DEIR asserts that the legacy wells "present a potential risk of future spills and contamination." To our knowledge, the 5 wells that are listed as "plugged dry holes" on Table 4.7-1 have not had their abandonment integrity tested. The City's assertion that they "present a potential risk of future spills and contamination" is speculative.
A-2	5.3	5-4 and 5-9	See comments above and in Chevron's comment transmittal letter regarding the exclusion of naturally occurring oil seeps from the "Full Removal Alternative." The DEIR references naturally occurring seeps as having the potential to leak in the future. Seeps, by nature, are actively leaking and have for thousands of years. There is no technologically feasible means of remediating natural seeps resulting from natural geological conditions (see Comment ES-6 above).

A-3	5.3, 5.4.2	5-6, 5-10	See comments above and in Chevron's comment transmittal letter regarding the exclusion of the Hazel and Hilda pipeline bundle from the "Full Removal Alternative" and evaluation of the No Project Alternative as the only alternative.
A-3	5.3	5-8-9	The "No Project Alternative" describes a scenario where facilities would remain in place but remediation would likely still have to occur. In this description, the DEIR indicates that cleanup would not be fully possible with facilities in place, which could cause contaminants to "...potentially leach into underground water resources." This reference to "water resources" may suggest to readers that the No Project Alternative could affect sources of drinking water. The DEIR should be revised to clarify drinking water aquifers would not be impacted since no drinking water aquifers are present on the Project Site.
A-4	5.4.2	5-10	The "Full Removal Alternative" describes a future where natural oil seeps would be addressed, but fails to describe how this would occur or the impacts that would result from such efforts. There is no evidence that feasible methods exist for eliminating natural oil seeps (see Comment ES-6 above). Natural oil seeps are a baseline condition that would not be disturbed by the project, and therefore should not be included in the proposed Alternatives.
A-5	5.5	5-11 – 5-13	Alternatively, if the City elects to retain the Full Removal Alternative (in its entirety or any of its components), the Final EIR should reevaluate the Environmentally Superior Alternative. Tables ES.3 and 5.2 demonstrate increased impacts from the Full Removal Alternative, yet the Full Removal Alternative was selected as the Environmentally Superior Alternative. Since these additional impacts would not occur or would be reduced with the Project, the Project should be considered environmentally superior to the Full Removal Alternative. It appears that the reason the DEIR identifies the Full Removal Alternative as environmentally superior is that it addresses baseline conditions (natural seeps and legacy wells). However, these baseline conditions are not impacts of, and would not change as a result of, Chevron's proposed Project. Moreover, as noted above, there is no ongoing risk of releases from the Hazel and Hilda pipelines, which ceased transporting oil and were cleaned and flushed decades ago, as part of the 4H Platforms decommissioning. Since the Full Removal Alternative includes the entire Proposed Project plus additional removal work with associated impacts, the Proposed Project without those added impacts is environmentally superior to the Full Removal Alternative.

ATTACHMENT 4 – Tree Inventory Map



LEGEND:

- ▲ AMCR Nest
- ◆ HOOR Nest
- AC Nest Buffer - 125 ft
- ANHU, BUSH, CASJ, HOOR, & WEBB Nest Buffer - 75 ft

Operational Area

Tree Types:

- Coyote Brush
- Cypress, Sycamore, Ash, & Sage

- Eucalyptus
- Island Pine
- Mixed Woodland
- Tam, Orn, Palm, & Oak

Surveyed Tree Location (March 6, 2023)

- Tree to be Protected in Place
- Tree for Topping and Pruning
- Tree for Removal

0 50 100
FEET

Source: KCSI Aerial Patrol 2020, ESRI Online Imagery Basemap
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

padre
associates, inc.
ENGINEERS, GEOLOGISTS &
ENVIRONMENTAL SCIENTISTS

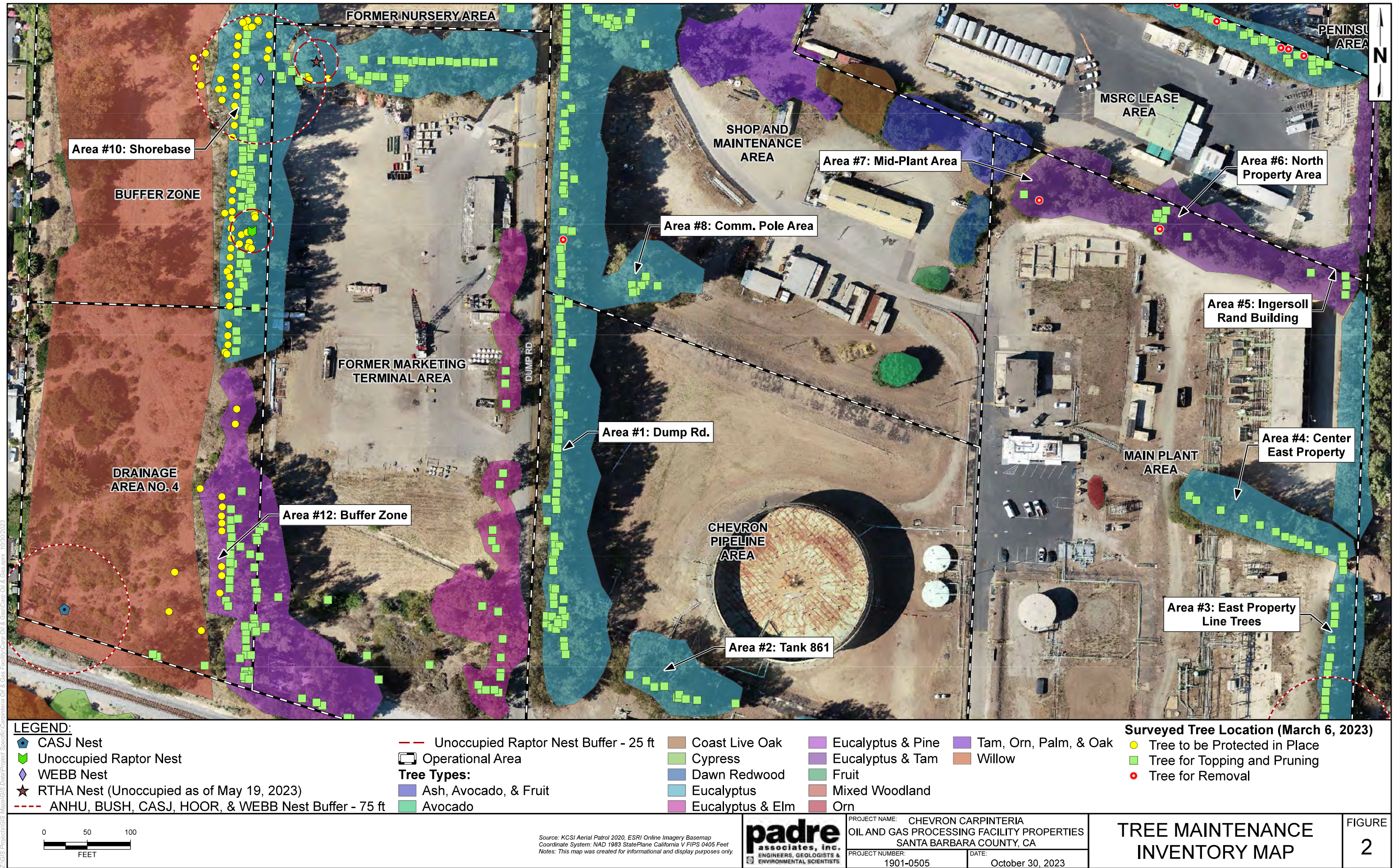
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OIL AND GAS PROCESSING FACILITY PROPERTIES
SANTA BARBARA COUNTY, CA

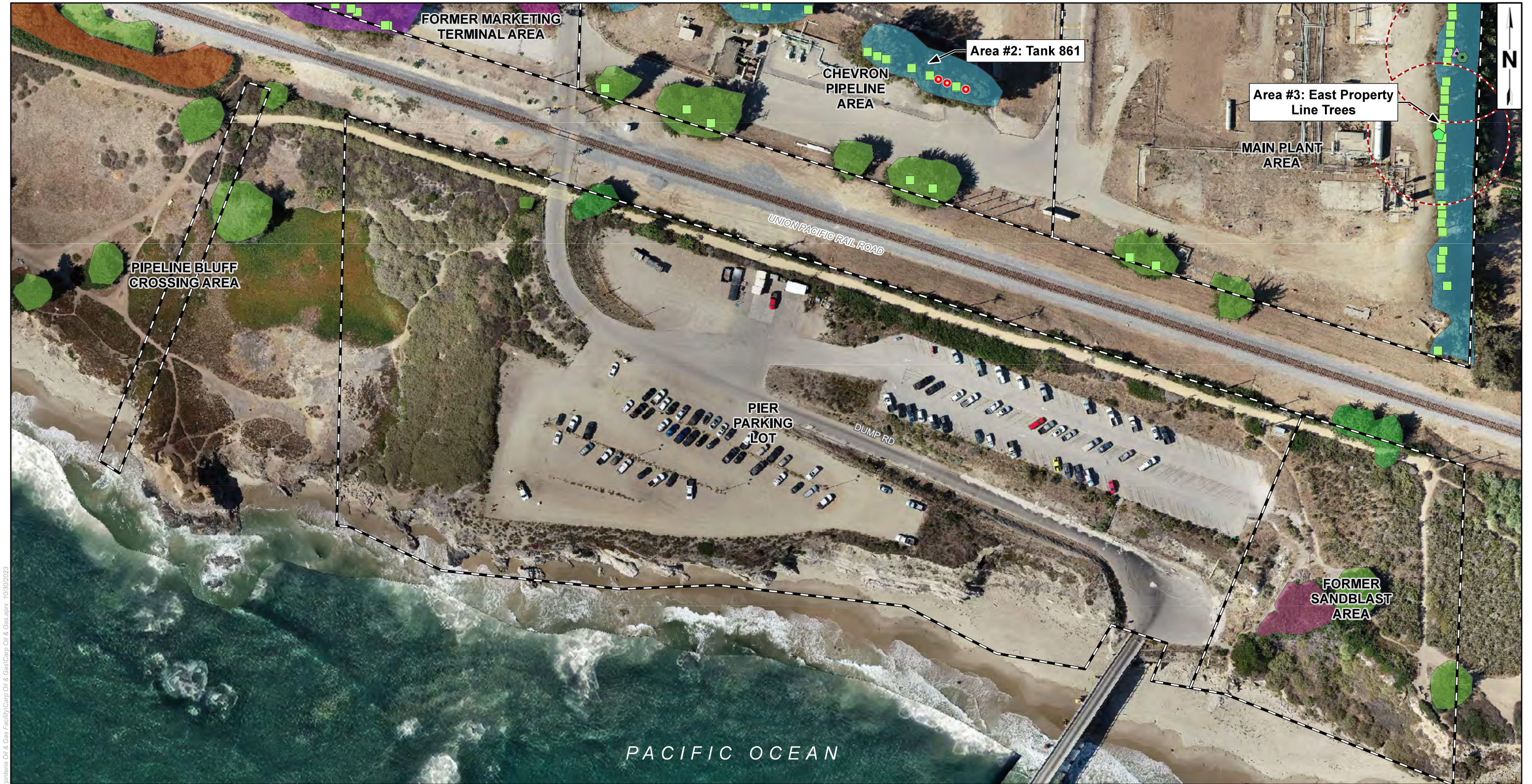
PROJECT NUMBER: 1901-0505

DATE: October 30, 2023

**TREE MAINTENANCE
INVENTORY MAP**

FIGURE
1





LEGEND:

- ANHU Nest
- BUSH Nest
- LEGO Nest
- ANHU, BUSH, CASJ, HOOR, & WEBB Nest Buffer - 75 ft
- Operational Area

Tree Types:

- Arroyo Willow Thicket
- Cypress
- Eucalyptus
- Eucalyptus & Elm
- Eucalyptus & Pine
- Mixed Woodland
- Sycamore
- Willow

Surveyed Tree Location (March 6, 2023)

- Tree for Topping and Pruning
- Tree for Removal

Nick Bobroff
January 31, 2024

Dear Mr. Bobroff,

I am writing today to communicate some collective thoughts regarding the Draft Environmental Impact Report for the Chevron Decommissioning Project. This perspective comes from a place of desiring assurances that the protection of biological resources is a top priority of the project all while maintaining public access to our trail network and the coast.

CCB-1

Public Access

The decommissioning project should always protect public access to the coastal bluff trails and between the parks east and west of Chevron property. Public use must be maintained and open on the City trail east of Tar Pits Park through the Chevron property, on the trail created by Venoco on Chevron property leading from the City trail at the Union Pacific Railroad (UPRR) crossing. If decommissioning work closes Dump Road, a parallel alternate route from Carpinteria Avenue through Chevron property must be provided.

CCB-2

View corridor, raptor, nesting birds, and monarch butterfly protections

Except as necessary for personnel and public safety there should be no additional tree trimming or removal. Views from the bluffs and bluff trails from Tar Pits Park to Viola Fields must be preserved. Information given at the Environmental Review Committee meeting indicated the baseline population of monarchs and raptors is now higher than at the surveys for the DEIR, further analysis and observations are warranted.

CCB-3

Harbor Seals

The local harbor seal population and colony has seen diminishing numbers over the past decade and all work which could affect the seals should be done in a manner that maximizes their protection, and should include mitigation measures designed to improve their habitat by reducing disturbances year round—not just reducing unavoidable disturbances caused by decommissioning work. We would suggest a more robust marine mammal mitigation monitoring plan with additional staff and experts to advise on the appropriate protections of this sensitive resource.

CCB-4

Drainage

Drainage from the northwest corner of the Carpinteria Bluffs Nature Preserve is carried by pipeline(s) under the current TeeTime lease area to Chevron property, as we understand. The pipe capacity and locations may not be accurately known, and impacts to blockage or rerouting need to be properly evaluated as this stormwater is conveyed across the Chevron properties with ultimate outfall in the southwest corner of the area known as the Buffer Zone Area (BZA) on Chevron property.

We appreciate the opportunity to comment on this activity and are grateful for the efforts you and your staff are taking to ensure impacts are kept to a minimum and temporary in nature.

Cheers,

Patrick Crooks

Patrick Crooks

President, Citizens of the Carpinteria Bluffs

Nick Bobroff

From: Stephanie Turcotte <meer367@gmail.com>
Sent: Wednesday, January 31, 2024 1:40 PM
To: Nick Bobroff
Subject: Oil Processing Facility Decommissioning & Remediation/Carpenteria

****EXTERNAL EMAIL****

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To Whom it May Concern:

STE-1

As a full-time resident living on the central coast of CA, I feel it is important to support efforts in areas north and south of us along the coast of California, which are trying to preserve and protect precious natural and cultural resources. Pacific Grove, CA has its own share of battles on behalf the environment and the indigenous people to whom the land once "belonged", but no battle has been quite as monumental as the one being fought presently in Carpinteria, CA. I am referring to the controversy over the oil and gas facility which operated for 65 years and thereby impacted the land and everything around it. Anything that can be done to help stop, maybe even reverse, the negative impact of the oil industry's destructive practices in one area of our California coast will benefit the Earth as a whole.

I write in support of decommissioning the oil processing facility located in Carpinteria, CA and any necessary remediation to help heal the land impacted by years of operation. I support this for many reasons. One reason is that I am a CA Naturalist who has done volunteer conservation work in Pacific Grove, CA as an educational monarch docent and as a Black Oystercatcher monitor for the last 12 years. I am aware of how fragile our coastline is and how wildlife is constantly being challenged to adapt to a changing climate and an increase in negative human impact. Secondly, I used to live and teach in Southern California and often worked with the Chumash in Malibu, CA to teach students about how the Chumash lived along the coast and the surrounding areas. Lastly, as a resident of southern CA, I often made the drive from Ventura County to Carpinteria to experience that special stretch of beach with family and friends. There really is no place like it.

It takes all of us standing together to influence positive change. I hope that my voice lends a hand to this effort in particular.

Sincerely,

Stephaime Turcotte Edenholtm

Pacific Grove, CA resident

Nick Bobroff

From: Jon <jonlewis.usa@gmail.com>
Sent: Friday, January 19, 2024 7:51 PM
To: Nick Bobroff
Subject: Unclear how to submit comments on Chevron decommissioning project, and a comment

****EXTERNAL EMAIL****

CAUTION: This email originated from outside the City of Carpinteria. DO NOT OPEN attachments or CLICK on links unless you are sure they are safe. Remember, reputable vendors, banks, etc. will not ask you to disclose passwords or other sensitive information.

Hi,

Unclear how to do this - no info on City website here: <https://carpinteriaca.gov/city-hall/community-development/oil-gas-information/oil-processing-facility-decommissioning/> . The City email newsletter points to this page and says that public comments are accepted until January 31 but the page has no obvious link or place to submit such comments, and the upcoming meeting information points to last December's meeting.

Here's a short public comment:

JL-1

The description of the Technical Studies, section I - Facilities not included in project, doesn't address the power poles, electrical wiring, communications wiring (some which is abandoned and hanging down off the support wire strung between poles), and the small fenced transformer area and associated infrastructure that runs parallel to the coastal trail easement to the North and South (in the case of the transformer area) of the trail. It is unclear if this infrastructure is needed once the Chevron site is decommissioned. It may be powering the pier and offshore infrastructure, but it's not addressed so that's unknown. The coastal trail would be greatly visually enhanced by removal of the poles and transformer area if they are no longer needed. The stuff is old and is a visual blight. If they must remain, at least the communications wiring that appears to be abandoned along with other rusty abandoned components could be removed.

If it's not the direct responsibility of this project to address this, perhaps it is SCE and Frontier, but in any event, it should be mentioned in Section I and at least the desires of the City to address the potential removal, burial of the lines, or other solutions should be considered by whomever owns it, as clearly expressed by the City and in conformance with the General Plan.

Thanks,

/s/ Jon Lewis, Carpinteria CA

Comments - Draft EIR - Decommissioning ~ Dec 15, 2023

Notes, Suggested Corrections & Comments ~

- CKL-1** 4.3-16 *Mammals*
No entry re Nearshore & offshore setting
Harbor Seal should be included in this section with information re the rookery (City Ordinance Closing Beach, data collection over past 32 years, etc.)
- CKL-2** 4.3-28 *Mammals*
Harbor Seal ? not mentioned ~
- CKL-3** 4.3.1.2 Nearshore and Offshore Setting
Maybe what is needed is a special category early in this section of the document such as - **Onshore and offshore setting for Marine Mammals**
- CKL-4** 4.3-31 Project Site is located **EAST** of “JellyBowl” (beach) and **EAST** of TarPits Park which is located above “JellyBowl”.
- CKL-5** *Marine Mammals and Sea Turtles*
Should read Pacific harbor seal **DOES** occur in the study area
- CKL-6** *TABLE 4.3.4 Special Status Marine Species*
In this table entry Pacific harbor seal Present.
“Rookery and haul-out site present in Project area on east **and WEST** side of Casitas Pier. (note harbor seals often haul out on rocks to west of pier, counts are recorded by SealWatch)
Also, harbor seals haul out on the rocks off the Carpinteria State Beach campground.

Table should include Elephant Seal Pups - which are observed (though not often in the rookery and “beach closed” area.
- CKL-7** 4.3-53
Must change... The Harbor Seal Rookery **is not abandoned** in the summer.
The harbor seals use the rookery all year long. Some of the highest counts recorded have been during the summer months when the seals are moulting. Though disturbed by humans during the summer days the seals haul out at night as tides permit.

noise & light ~ important to consider at every part of the project. Chevron has done a good job of keeping any light from shining down on seals in rookery area. Being mindful of keeping noise & lighting at lowest impact level to both seals, residential neighbors, etc. is best practice.
- CKL-8** 4.3-54
Re **pipeline removal** under water noise, etc expected to take **2 months** and applicant thinks the impact will not substantially change populations of marine mammals.... thus this is considered **less than significant** in this document. This assumption may be incorrect.
The Harbor seal colony size has diminished considerably over the past 5 years. Any change in the current population realistically must be considered significant. The colony offers the public a rare opportunity to view wild mammals and their cyclical evolution (mating, birthing, molting) in their natural habitat. It is a treasure not to be lost.

CKL-8

To minimize impact consider scheduling the pipeline removal for August, September, October & November. And start out with minor aspects of this activity, limiting the amount of time, noise, movement of people and equipment in the vicinity of the seals. Gradually increase. Always leave night time hours dark and quiet. Always respect the tides.

CKL-9

4.3 Biological Resources

Bio.1g Haarbor Seal Rookery Monitoring and Protection

#3. Prior to the initiation of the Project, personnel shall be given marine wildlife sensitivity training. This training shall include specifics regarding Project restrictions, operational limits,, and ingress/egress methodology. The crews shall be instructed to wear neutral colored clthing,, and to move slowly during ingress/egress as well as minimize hand gestures or signals uring work activities to avoid startling the harbor seals.

I have observed Chevron, the colony of Harbor Seals in the Carpinteria Rookery, and the public co-exist for 32 years. The seals seem able to become accustomed to activities and noises gradually over time. Putting marine wildlife sensitivity (as described in #3 above) in the forefront of the planning and execution of ever phase of the Decommissioning project will increase substantially the likelihood of success for all in both the Project immediate area and adjacent vicinity.

If each particular part of the entire project starts out slowly, all affected will become accustomed and less fearful. Project parts done in small daily time frames, small doses of noise, dust, underwater disturbance, etc. ... in a gradual way ... will cause less frightening impacts and will eventually finalize a successful completion.

Respectfully,
C Kathleen Lord

Comments on the Chevron Decommissioning DEIR Dated November 2023

December 17, 2017
Susan Mailheau, DVM

SM-1 Having considered the impacts of Decommissioning, and the proposed mitigations in the MRS DEIR and basing comments regarding the harbor seal on the 2021 Padre analysis, subsequently referred to in this letter as the Report, it is obvious to me that very little effort was made by Padre to understand the resident *Phoca vitulina richardsi* in general, and allow for the continued survival of this endemic colony. This is in addition to other shortcomings with regard to other biological species (raptors, owls, monarchs, and the trees - Windrows specifically - that these species rely on for habitat.* (See Bio.3 page 153)

SM-2 In the introduction of the Executive Summary, noise and vibrations are among the significant environmental impacts to be expected.
Impacts on seals I would expect:
In ES.2
Impacted soil and ground water activities alone will likely disrupt their normal activity
Subsurface disturbances will be high to achieve Tier 1 levels.

SM-3 Under Biological Resources of the ES, Table ES.5 Class II impacts is listed Bio1g.: Harbor Seal Rookery Monitoring and Protection, the proposal is stated that it can be mitigated to less than significant. Under the Proposed mitigations this is an untrue statement because it overlooks factors that either are false or were not yet know about harbor seal biology. I suggest it be moved to a Class I because of potentially significant and unavoidable impacts to this Federally Protected species, and to their habitat, the Essential Fish Habitat in general.

I will go on to specify details of Padre oversights and make an attempt to cite pertinent passages in the Report, beginning p164 4.3.1.2.

SM-4 1. The foremost inaccuracy is that the Report states the seals abandoned The Carpinteria Harbor Seal Rookery seasonally. Chevron plans to focus work June through November:
According to p. 1854.3—49
“The project is expected to require 670 days of work over a three-year period beginning April 2024 and ending June 2026...” “...potential direct impacts to terrestrial biological resources [of which hauled out seals should be included] (if work occurs at night),..which could result in injury, death, or displacement of wildlife...”

On page 189. 4.3-53 the comment is written “The harbor seal rookery is largely abandoned in the summer and fall, due to unrestricted, seasonal public assess and beach activities, which will correspond to when the proposed beach and offshore Project activities will occur; there Project activities associated with pipeline removal are not expected to cause incidental harassment of Pacific Harbor Seal...”

SM-4 This displays ignorance of the fact that harbor seals haul-out daily year-round when foot traffic and/or tides permit.! When seals are flushed to the water they can other be seen circling the crescent rocks waiting for a critical mass of seals haul-out.!

SM-5 Other highlight of the species overlooked by Padre in this Report is that after pups are weaned, which can be as late as April, May or later!, the females go into estrus and become receptive to males.*

SM-6 2. Work at night
The Report states that....(see above)
More oversights:
- Unlike most pinnipeds, mating in this species occurs underwater and have elaborate vocalizations,
- Because it occurs after weaning mating may occur during the June to November work focus.
- sound carries great distance underwater
- The mother seals are wholly dependent on hearing her own pup's call after any separation.**

SM-7 Key
* Climate Change and Greenhouse Gas Emissions, stated to be Impact Classification III, are among the 5 MajorDrivers of the extinction event we are currently experiencing per the Intergovernmental Science Policy Platform on Biodiversity (IPBES) Chair, Sir Robert Watson. It is strongly suggested that Chevron study this to realized that the primary driver is "changes in land and sea", and the 3rd major driver is Climate Change. No increase is insignificant.

Attachment 1.

! My own personal logs kept in bound notebooks year-round dating back to 2019.j. The book dated 2019 was at the start of the Pandemic, and scans are made only of the dates that fall in the period outside of the closure. All bound data for all months until present is available on request.

!! Harbor Seal Species Profile. Copies were made and distributed

** These statements are readily available in peer-reviewed publications.

On 8/29/19

listen to recording

6³⁰ 6-7 seals on rocks

only 15'-8' sand remained
after hi tide

Beached was Ren flushed to
seals on rocks

7⁰⁸ 2 Seals tried to return
(1 small) tried to
go ashore. Pier noise. Sealed
- one may have been the
wounded seal 6" in
front of (R) fore flipper

Susan Mail
5512 Calle A
Carpinteria,

Susan I
5512 C
Carpinteria

Susan Mailheau
5512 Calle Arena
Carpinteria, CA 93013

Susan
5512 C
Carpinteria

on 8/29/19

listen to recording

638

6-7 seals on rocks

only 15'-8' sand remained
after high tide

Beached walrus flushed by
seals on rocks

708

2 seals tried to return

(1 small) tried to

go ashore. Pier noise scared them

— one may have been the
wounded seal 6" in
front of (R) fore flipper

Susan Mail
5512 Calle A
Carpinteria,

Susan
5512 C
Carpinteria

Susan Mailheu
5512 Calle Arena
Carpinteria, CA 93013

Susan
5512 C
Carpinteria

ach

sed

9/3/19

6³⁰ 39

7³⁰ 7

Emma said she'd watch for
wadded pup since I'd be out
of town 9/4 - 9/8

9/11

Heard from Shirley and
Emma that there were
over a hundred on beach

Susan Mailheau
5512 Calle Arena
Carpinteria, CA 93013

Susan
5512 C
Carpinteri

9/12

6:45

18 on sand near rocks
~3 may be this
year's pup

7:30

~9 none flushed,
just several foraging

Saw a coyote on the trail just
before reaching the look out.

Susan Mailheau
5512 Calle Arena
Carpinteria, CA 93013

Susan Mailheau
5512 Calle Arena
Carpinteria, CA

Susan
5512 Calle Arena
Carpinteria, CA

ach
sed

9/19

168

9/26/19

68 mixed adults + pups
from this year all
tightly surrounded by adults
Tracks of a recent flush
to sea

Left at 7³⁰ AM, Tide 3.4
not passable
misty

on phone

Susan Mailheu
5512 Calle Arena
Carpinteria, CA 93013

9/20/9

~ 7¹⁵ AM Tide ~

West Blue Heron on rocks

168 peaceful seals on beach

one large dark adult had
raised wound on back (like a
deglavering wound?) appeared
superficial

Movement of large blue crane on
turnaround at bottom of ramp

disturbed ~ a dozen seals -
didn't flush

Several flushed at another
commotion

I walked to East end - sign not up
yet. Irish W. + other dog off beach.

26 seals remained when I left
@ ~ 8 AM, tide passable 3'.

Gogger ran through sanctuary

Several photos taken

Susan Mailheau
5512 Calle Arena
Carpinteria, CA 93013

10/4/19

7:30 Low tide

156 seals on beach
at H tide 10' x 20' dry sand

- foot prints - many
- dog prints from a large dog

10/8/19

9:30

just after H tide
4.0'

96 adults + some pups

Great Blue Heron

Gulls

Several very large
(pregnant?)

ach

sed

10/15/19 Tues ~7AM

150 seals on beach

Susan
5512
Carpinte

10/19/19 Sea ~ 7:30 Rising tide 3+ feet

55 seals, 1 adult with fresh wound

behind (R) front flipper

Saw 2 Osprey on bluffs

10/4/19

7:30 Low tide

156 seals on beach
at Hi tide 10' x 20' dry sand

- foot prints - many
- dog prints from a large dog

10/8/19

9:30

just after HI tide
4.0'

96 adults + some pups

Great Blue Heron

Gulls

Several very large
(pregnant?)

10/15/19 Tues ~7AM

150 seals on beach

Susan Mailheu
5512 Calle Arena
Carpinteria, CA 93013

10/19/19 Sat ~7:30 Rising tide 3+ feet
55 seals, 1 adult with fresh wound
behind (R) front flipper
Saw 2 Osprey on bluffs

10/21 ~ 7:35 Hi Tide

97 seals - all appeared healthy
some very thin

10/29 Hi tide

124, a few had injuries

Susan Mail
5512 Calle A
Carpinteria, CA

Susan Mailheau
5512 Calle Arena
Carpinteria, CA 93013

11/17/19 ~ 7:30 AM

126 at higher tide

11/24/19 7 AM Tide, Hi 6.4 @ 7:30

85 seals

Audio notes

11/26/19 8:30 Hi tide 6.

No seals - no beach
one in water

Susan Mail
5512 Calle A
Carpinteria, CA

Susan Mail
5512 Calle A
Carpinteria, CA

Susan Mail
5512 Calle A
Carpinteria, CA

12/2

146 on beach including
the one with a snare
around neck
one or 2 had whiskers
with wavy, curled
ends

note - high tides are
getting higher

Susan Mailheu
5512 Calle Arena
Carpinteria, CA 93013

12/9 76 Seals - Seal w/ stricture
around neck on beach w/ ach
allies but face is now swollen
Left Phone msg for Ruth

Susan Mail
5512 Calle
Carpinteria, CA

12/10 74 seals Hi Tide 8 AM sed
Seal w/ very H:
beginning on beach
Left text msg for Ruth

Susan
5512
Carpinteria

12/10 From Jelly bowl At 1:44 boat pulled
to pier for 1 man to disembark. Seals on
rocks took note. Low tide at 2³⁰ of minus
0.4. Current ± 0.5 + possible

12/14 8³⁰ AM High Tide
High Surf - no
beach
No seals

At 4 PM Low tide
Spectator said there
were 10 seals until
a jogger ran thru

12/15 Hi tide in AM

Susan Mai
5512 Calle
Carpinteria, CA

12/19 AM

Recorded on phone

94 on beach including
"collared" seal
comprants

Susan Mailheu
5512 Calle Arena
Carpinteria, CA 93013

ach

sed

Low Tide monitoring JB

12/24

12/25 Many groups

Look out 12-

12/25 133 Many visitors
many with dogs

12/26

12/27 JB + Lookout - 22 seals

Brought Letesha from JB to see seals

12/28

Look out 8 AM almost high

(hi is 5.9 at 10)

Visitors Aninta and Van? Stan?

both very interested

Mike (local) + Dylan (Ventura)

many others camera/tr/tech

Seal w/ ligature scratching at
face

Several seals injured - one has

bashed up face + Rt eye

another has cuts + scrapes

Susan Mailheau
5512 Calle Arena
Carpinteria, CA 93013

12/29/19

12/31

1/1/2020

SW Vol.

counted ~75

" "

Count counted 80+

LOW TIDE

ME E

1/5 Dog chased 88 seal into sea

1/7 72 hi count, incursion in spite of sign E

1/8 44

Beach

Closed

1/11 132

1/12 60 at PM

1/13

1/15 44

1/16 88

5/23 No birds seen
Several in the
Several birds seen
waiting to be released

5/29 From Linda 11^{AM} 5

seen
email Lucy 1³⁰ - 3³⁰ 3 in rookery
none at 3³⁰

5/30 R + S a Lookout 6³⁰ AM 10^{AM}
adults 149, Pups 12,
juniors at 12 - no seals
at 4 25 had returned

5/31

Susan Mailheau
5512 Calle Arena
Carpinteria, CA 93013

6/2 148 Adults 7 pups - several
had been flushed by helicopter

6/3

50 A 7 pup

6/4 143 A 7 pups see notes Rookery 4/4

6/13 Adults 62 Eggs 6 from 12

6/15 Adults 1
Pups 8

6/16 See counts - email photo

6/17 Adults 141 Pups 12

6/18 Adults 83
Pups 8

6/22 Adults 71 large dark brown neck
entanglement

Pups 13 ~~2-3~~ appear very small

6/23 7¹⁵ AM Tide 0.5, Low was Hi was 6.2

6/24 Est. ~30 - 100% flushed before I could
count. Steady stream of people.

SM-8

These considerations are offered on behalf of a rare mainland rookery that is currently compromised. I offer these comments to demonstrate that the DEIR does not adequately understand and mitigate for the indigenous harbor seal colony – a species that is federally protected by the Marine Mammal Protection Act. My request is that Chevron fully decommissions its facilities **excluding** the area that is protected by the City for the harbor seals, and merely caps Gail and Grace Pipeline Bundles until such a time as the City and the Harbor Seal Advisory Committee can secure and stabilize this colony or make provision for establishing it as a Marine Protected Area.

The report states that:

- **Project Timing:** It will be a priority of the Project to schedule activities outside of the pupping season. However, there is the potential the proposed decommissioning Project activities will occur for a short period during the period that the beach is closed to the public. Project activities adjacent to the rookery during pupping season (December 1 through May 31)* will be minimized to the maximum extent feasible to conduct pipeline decommissioning activities.
- **Screen:** The screen will be placed, maintained, and removed in a manner and at times that avoid disturbance to seal present on the beach; for example, placing it before first light on the first day of work and removing it after last light on the final day of work.

Seals have an acute sense of smell, vision, and hearing. It is highly unlikely that this screen will avoid disturbing the seals.

Additionally, it was stated in the Padre report: During previous repair and construction work around the rookery, harbor seals have been exposed to disturbances including vehicle and boat sounds, machinery, hammering or grinding on the pier, vibratory pile driving and crane activities, and concrete demolition.

I made counts and observations during recent repair work that did show disturbances that were not documented.

Any presence or work during the pupping period will cause a Level B and possibly Level A disturbance. The seals will abandon their pups. Outside of the pupping season the work being done either on land or underwater will alarm them into abandoning their natal site temporarily if not permanently. In either case, the failure of Chevron to fully account for the rookery that predates them will not earn the goodwill of the public.

Seal facts and requirements that were not addressed in the DEIR (references available):

Sensory perception

- Hearing – the report focuses on the maximum decibels (loudness) but does not address pitch. Seals are sensitive to, and depend on, frequencies that are far above the upper threshold of humans. This means that sounds of machinery can mask those they need to hear (a pup's call or mating songs) or can even be harmful. (The proposed machinery for removal of the concrete armoring alone will require concrete saws and/or jack hammers.). Sound carries for miles underwater regardless of the loudness of the sound.
- Vision - Seals sink to the sea floor and wait for prey to pass during their foraging. Animals that evolved to see in very little light in the ocean's depth will be alerted to motion, reflection, shadows, and silhouettes of any predator's (workers) presence and will therefore leave the rookery area before its own presence is known.
- Touch – The hydrodynamic sense**. Their vibrissae can detect and follow hydrodynamic waves which they depend on for foraging, navigating, and predator evasion. Mechanical equipment will disrupt the wakes of fish which scientists speculate seals follow almost 200 yards.
- Smell – the scents left by seals provides them with a form of social media whereby each seal is aware of the species, sex, individual identity, reproductive status, age, stress level, and nutritional status of the others. Conversely, workers on land and in water will leave scents of predators.

Life History

- Mating – occurs after weaning of pups. If work underwater drives off the most dominant males and most experienced females the reproductive cycle for the entire next year is compromised.
- Pupping "season" is more variable in this colony than is indicated in the Padre report. Some recent years have had births through May. These pups are not likely to be weaned by the planned start of Chevron work.
- Molting – a process that takes place after mating and is often the time when the seals depend most heavily on the beach. Their blood supply is diverted to the surface and significant heat loss can occur.
- Storing nutrients to sustain gestation and prepare for the birth of pups the next season takes place from late summer through parturition. This requires mother seals to feed then haul-out to digest food. Failure to adequately prepare for the pup's development is thought to be one of the causes of mortality in pups (70% of mortality in pups is estimated to be due to undernourishment). Again, strong site fidelity in female harbor seals presents a survival threat to our population when beach disturbances are constant and severe.

Pups must survive to reproductive age (4-7 years old) to maintain the equilibrium of a stable population. But our colony is declining for reasons we (HSAC) are currently investigating. Every pup lost and every adult seal made to suffer chronic stress will challenge the population of one and all.

SM-8

Please give these seals your utmost effort for the following reasons:

- They are a federally protected sentinel species for the Channel Islands ecosystem
- They serve as a draw for thousands of visitors, and add to our City's economic base
- They are among the species which have been adversely affected by the fossil fuel industry nation-wide and populations affected have in some cases never recovered.

Please modify your plans to take these oversights into account.

Dr. Susan Mailheau

1/30/24

* I have logs dating over five years that prove the seals depend on this rookery year-round.

**Whiskers of harbor seals have an undulating surface to reduce the effect they have on the wake they follow. This evolutionary adaptation – unique to harbor seals - is evidence of their importance to the seals' mode of life and consequently, anthropomorphic alterations of the targets' wakes will leave the seals greatly impaired in foraging, navigating, and predator evasion.

Nick Bobroff

From: Randall Moon <rtm.beach@outlook.com>
Sent: Saturday, December 16, 2023 12:10 PM
To: Nick Bobroff
Subject: for CHEVRON

****EXTERNAL EMAIL****

CAUTION: This email originated from outside the City of Carpinteria. **DO NOT OPEN** attachments or **CLICK** on links unless you are sure they are safe. Remember, reputable vendors, banks, etc. will not ask you to disclose passwords or other sensitive information.

Re: DEIR Chevron Decommissioning Program

I am writing to comment on the Harbor Seal Rookery ninbutirunbg and protection plan. Suffice it to say, the plan is unacceptable and pursuing this project will result in the loaa of this rare and irreplaceable asset. Specific details follow:

- RM-1 1. The pipes to be removed go right through the rookery and there is no way to remove them without the seals responding by flushing in terror. They will stay in the area a day or two but will leave permanently when they see ongoing human activity.
- RM-2 2. The proposal says it will restrict activity during the beach closure of December 1 to May 31. This overlooks that this 5 month closure does not correlate with anything to do with seal biology—it is not a window identifying periods of altered sensitivity to disturbances. The seals sensitivity to being harmed by decommissioning activity is year-round.
- RM-3 3. Having a Marine Wildlife Monitor oversee the effects on htje sals is meaningless unless the peroson is hired and pis by a 3rd party, independent from Chevron.
- RM-4 4. Seal Watch coordination is meaningless. This group involves volunteers talking to visitors to the bluffs to try to educate visitors about the basics of seals. The group does not have expertise in harbor seal biology and involvement should be restricted to counting seals. Restated, any assessment of harbor seal responses during decomissionining needs outside experts
- RM-5 5. The proposal implies that as long as the project avoids pupping months that it will be ok to engage in the project. **THIS IS NOT TRUE. DISTURBANCES THROUGHOUT THE ENTIRE YEAR . iN PIUBLISHED STIUDIES DISTURBANCES PROMOTE ELEVATED STRESS HORMONES WHICH IMPACTS REPRODICTION AND THE IMMUNE SYSTEM.** Disturbances deprive seals of needs rest, and increases predation by sharks.

Randall Moon
5512 Calle Arena
Carpinteria



714 Bond Avenue
Santa Barbara, CA 93103
805.563.3377

January 22, 2024

Via Electronic Mail

Nick Bobroff, Community Development Director
Carpinteria City Hall
5775 Carpinteria Avenue
Carpinteria, California 93013

nickb@carpinteriaca.gov

Re: Draft Environmental Impact Report for the Decommissioning and Remediation of the Chevron Carpinteria Oil and Gas Processing Facility Project

Dear Mr. Bobroff,

We appreciate the opportunity to comment on the Draft Environmental Impact Report (EIR) for the Decommissioning and Remediation of the Chevron Carpinteria Oil and Gas Processing Facility Project (Project).

Santa Barbara Channelkeeper is a 501c3 environmental non-profit organization dedicated to protecting and restoring the Santa Barbara Channel and its watersheds through science-based advocacy, education, field work, volunteer engagement, and enforcement. We work from the Gaviota Coast to the Ventura River, and out to the Channel Islands. Channelkeeper has been active in advocating for and monitoring the watersheds and coastal waters of Carpinteria for over 20 years.

SBC-1

We are writing to show our support for the Full Removal of Facilities Alternative. The Project as proposed does not remove all oil and gas infrastructure and fully remediate the terrestrial and marine environment to its natural state. It is imperative that these legacy oil and gas facilities are capped and completely cleaned up in the scope of this project. Failing to address all areas while the remediation is taking place could lead to future negative impacts to both onshore and offshore environments, as well as pose threats to public health. The Full Removal of Facilities Alternative will prevent or minimize the potential of future oil spills, long term cleanup costs to the City of Carpinteria, risks associated with runoff, long term impacts to the Harbor Seal

SBC-1 Rookery, and the potential for further negative environmental effects associated with future remediation.

SBC-2 We are concerned with the impact of this project on the Harbor Seal Rookery. The federal Marine Mammal Protection Act prohibits harassing or disturbing marine mammals in the wild, and the City of Carpinteria Municipal Code # 12.24.090 closes the beach 750' east and 750' west of the rookery from December 1 through May 31 each year (Carpinteria Seal Watch, 2023). It is imperative that the Project does not disturb the rookery during pupping season and avoids impacts detrimental to Harbor Seals outside of pupping season. Anthropogenic underwater noise can interfere with key life functions of marine mammals such as foraging, mating, nursing, resting, migrating (Slabbekoorn, H. W., et al., 2018). The Project EIR states that "decommissioning and remediation work conducted in adjacent areas when harbor seals are present may result in disturbance to this rookery, resulting in a potentially significant impact to this species." Offshore work should not occur during pupping season, or while Harbor Seals or migratory species are present to mitigate impacts on marine mammals.

We believe that the Full Removal of Facilities Alternative is the most beneficial solution for decommissioning and remediating the marine and terrestrial environment to avoid future impacts posed by leaving oil and gas facilities unaddressed during this project. We strongly urge the City of Carpinteria to remove all oil and gas infrastructure now, so that future generations do not have to.

We are grateful for the opportunity to provide input to the decision making process.

Sincerely,

Nate Irwin
Policy Associate
Santa Barbara Channelkeeper

References:

1. *Carpinteria Seal Watch*. (2023). Available at: <https://carpinteriasealwatch.org/> (Accessed: 22 January 2024).
2. Slabbekoorn, H. W., Dooling, R. J., Popper, A. N., & Fay, R. R. (Eds.). (2018). *Effects of anthropogenic noise on animals* (Ser. Springer handbook of auditory research, volume 66). ASA Press-Springer Science Business Media, LLC. Retrieved January 23, 2024,

January 22, 2024

Nick Bobroff
City of Carpinteria
Community Development Department
5775 Carpinteria Avenue
Carpinteria, CA 93013

Sent Via Email: nickb@carpinteriaca.gov

Re: Santa Barbara County Air Pollution Control District Comments on the Draft Environmental Impact Report for the Chevron Carpinteria Oil and Gas Facility Decommissioning Project, Project No. 21-2128-DP/CDP, SCH #2022080026

Dear Mr. Bobroff:

The Santa Barbara County Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (EIR) for the referenced project, which consists of the decommissioning and remediation of the onshore Oil and Gas Processing Facilities owned and operated by Chevron. The proposed project-related activities also include the removal of nearshore/offshore pipelines out to three nautical miles (the state waters limit). In addition, the project includes the complete remediation of impacted soils and groundwater at the facility. Remediation is proposed to comply with levels established in a Remedial Action Plan (RAP). The subject property, a 64-acre parcel zoned Coastal Industry District (M-CD) and Recreation (REC) and identified in the Assessor Parcel Map Book as APN 001-170-003, 004, 021, 022, 023, is located at 5675 and 5663 Carpinteria Avenue in the City of Carpinteria.

Comments on the EIR

The District has the following comments on the Draft EIR:

APCD-1

1. **Section 1.0 Introduction, Table 1.2, Page 1-6:** There are other project activities that will or may require permit approval from the SBCAPCD that should be mentioned in this table. In addition to the currently mentioned "Portable Engine Permits for onshore facilities" please include:
 - "Contaminated Soil Clean Up,"
 - "Marine Engine Permits for offshore activities,"
 - "Storage of ROC-containing liquids or solids," and
 - "Odor control equipment."

- APCD-2** 2. **Section 4.2 Air Quality, Impact AQ-1, Page 4.2-15-16:** Please ensure that reasonable worst-case assumptions have been used for the haul routes for truck trips associated with disposal of equipment/piping, surface materials, and non-hazardous soil. The emission calculation details (as provided in Appendix B) show that a one-way trip mileage of 25 miles was used for “heavy-duty truck (equipment/piping)” and “heavy-duty truck (surface materials)” on-road sources. Table 2.6 *Proposed Onshore Hauling Routes and Disposal Facilities* notes that some concrete and pipelines may be hauled to Buttonwillow (Kern County) and/or Kettleman City (Kings County) which would be further than 25 miles. In addition, a one-way trip mileage of 50 miles was used for “heavy-duty truck (soil removal-non-hazardous)” however Table 2.6 notes that non-hazardous soil may be hauled to Simi Valley and/or McKittrick, Buttonwillow, the latter of which would be further than the assumed 50 miles.
- APCD-3** 3. **Section 4.2 Air Quality, Impact AQ-1, Page 4.2-15-16:** Proposed project activities will result in impacts in multiple jurisdictions, including Ventura, Los Angeles, Kern and Kings counties. We recommend that the document determine whether the project results in potentially significance impacts within each jurisdiction by presenting and comparing project emissions within each jurisdiction to the respective thresholds of significance for short-term construction emissions for each jurisdiction.
- APCD-4** 4. **Section 4.2 Air Quality, Impact AQ-2, Page 4.2-16-17:** The District is concerned about potential for odors during pipeline and tank purging activities and recommends that the potential for odors impacts during these activities be further considered and assessed in the EIR. The District recommends that measures such as use of carbon canisters or a thermal oxidizer be considered to reduce potential impacts and control vapors released during pipeline decommissioning activities.
- APCD-5** 5. **Section 4.2 Air Quality, Impact AQ-3, Page 4.2-17:** The following statement is made in the evaluation of Impact AQ-3: “Per the SBCAPCD guideline document “*Modeling Guidelines for Health Risk Assessments*” (SBCAPCD 2020), emissions from site grading, welding, vehicle combustion emissions, or other activities associated with construction need not be included in a Health Risk Assessment (HRA) for CEQA. Thus, toxic emissions from construction activities are not considered significant by the SBCAPCD.” The conclusory statement that “toxics emissions from construction activities are not considered significant by the SBCAPCD” is not correct. Please delete this sentence and support the impact determination with alternative information.
- APCD-6** 6. **Section 4.2 Air Quality, Page 4.2-17:** The EIR states that “Therefore, compared with the results of the ExxonMobil Interim Trucking HRA, toxic emissions exposure to nearby residents from the Project trucking activities along area roadways would be less than the SBCAPCD threshold for cancer risk.” The District does not support using cancer risk results from the ExxonMobil Interim Trucking Project’s HRA modeling exercise to justify the conclusion that the cancer risk from the diesel trucking operations for this project are below the District’s significance thresholds. Differences in project parameters between the ExxonMobil Interim Trucking Project and the proposed project, such as the meteorological data, terrain, truck routes, and receptor locations, will affect the cancer risk results. Although the total truck trips and diesel PM emissions may be lower for the proposed Chevron project, it cannot be concluded with certainty that an HRA would show a less-than-significant cancer risk without completing the modeling. If project-specific modeling is completed for the project, the District requests the opportunity to review the modeling files and results prior to release of the Final EIR.

APCD-7

7. **Section 4.6 Climate Change and Greenhouse Gas Emissions, Page 4.6-20-21:** The discussion on this page (including Table 4.6-6 that carries over to page 4.6-21) regarding the information and data developed by the SBCAPCD related to local GHG mitigation projects should be revised and clarified.

The data cited in Table 4.6-6 reflects specific hypothetical scenarios considered and evaluated by the APCD using an assumption that a fixed amount of \$1,000,000 of total mitigation funds are available for implementation of each project type. Based on this total funding amount, an estimated number of projects, credit potential, and cost per ton were estimated. Therefore, the information developed by the APCD is to be used for comparison purposes only and not reflective of actual costs, availability, and potential benefits of any implemented measures. Therefore, we should ask that the discussion be revised as follows or similarly to:

~~“Information related to the availability of local offsets is available from the SBCAPCD. The SBCAPCD has identified developed a potential GHG mitigation strategies that could be funded and implemented program addressing potential programs within Santa Barbara County that could be funded to provide local reductions in GHG emissions. Meetings were held in 2017 and 2019 and a matrix was developed showing the potential projects. These potential strategies various programs are listed in Table 4.6.6, and range from solar panel installations to electric vehicle charging station installations. The total amount of reductions that could be obtained per year are 21,336 MTCO₂e per year.”~~

In addition, we recommend that the “MT/yr” column be revised to clarify that the figure cited is the total credit potential based on a hypothetical investment of \$1,000,000. In addition, we recommend that the “Total and average” row in Table 4.6-6 be removed from the table since the cited emission reductions do not reflect the actual potential for implementation of each project type.

Regulatory Requirements and Advisories

The following District regulatory requirements and advisories are applicable to proposed project activities:

APCD-8

8. **Permitting Requirements and CEQA Role:** Based on the project description and information that has been provided, the proposed project includes equipment or operations subject to District permit requirements and prohibitory rules. Therefore, the District will be a **responsible agency under the California Environmental Quality Act (CEQA)** and will consider the EIR when issuing District permits. The District will evaluate the emissions from the project to determine which New Source Review (NSR) requirements will apply as part of the District Authority to Construct (ATC) application review. NSR requirements may include Best Available Control Technology (BACT), Air Quality Impact Analysis (AQIA), Health Risk Assessment (HRA), and/or Emission Reduction Credits (ERCs). The District permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the District as soon as possible; see www.ourair.org/permit-applications/ to download the necessary permit application(s).

- APCD-9** 9. **Marine Vessels:** The operation of marine vessel engines for demolition activities at a stationary source requires an **Authority to Construct and Permit to Operate or a written permit exemption approval** prior to the start of demolition activities. Pursuant to District Rule 202.F.8., the project may qualify for a written permit exemption if the duration of the activities do not exceed 12 consecutive months and the potential to emit of such engines is less than 10 tons per stationary source of NO_x, SO_x, ROCs, or particulate matter. Currently, the analysis estimates that emissions from the project's offshore activities will be less than 10 tons per criteria pollutant. However, because the quantification of emissions from marine vessel activity is currently based on average fleet inventory emission factors as well as industry average load factors, it is possible that once specific marine vessels, usage, duration, and load factors are identified, the potential to emit from these vessels may vary from what is currently estimated. If a District permit is required because the project exceeds 10 tons, or to ensure the project does not exceed 10 tons, the District will evaluate the duration and emissions from the project to determine if the project is subject to Regulation VIII, New Source Review, and if so, which requirements will apply. Additionally, the District will evaluate whether any of the conditions requiring subsequent environmental review are triggered and prepare any necessary documentation to fulfill the District's obligations under CEQA.
- APCD-10** 10. **Diesel Engines:** All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits or exemptions prior to start of demolition activities. Construction/demolition engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months.
- APCD-11** 11. **Contaminated Soils.** District Authority to Construct and/or Permit to Operate permits will be required for the proposed contaminated soil remediation activities. See www.ourair.org/csc-projects for more information on contaminated soil clean-up.
- APCD-12** 12. **Asbestos:** The applicant is required to obtain an asbestos survey for suspect asbestos containing materials and complete and submit an **Asbestos Demolition/Renovation Notification** (District Form ENF-28, which can be downloaded at www.ourair.org/compliance-forms) for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed notification should be presented or mailed to the District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. For additional information on asbestos notification requirements, please see www.ourair.org/asbestos/ or contact the District's Compliance Division at (805) 979-8050.
- APCD-13** 13. **Onsite Storage:** If there is any planned or potential storage of Reactive Organic Compound (ROC) containing liquids or solids (e.g. ROC-impacted soils), the applicant must obtain a District permit or written exemption from permit.
- APCD-14** 14. **Pipeline Purging.** Pipeline purging operations have the potential for odor generation. In order to prevent odors from causing a violation of District Rule 303, *Nuisance*, the District recommends that carbon canisters or a thermal oxidizer be employed to control vapors released during pipeline decommissioning activities. Some companies already have permits with the District for thermal oxidizer units. The applicant should consider using an already permitted unit through a company, or could contact the District to obtain a permit or written permit exemption.

APCD-15 15. **Fugitive Dust:** Construction/demolition activities are subject to District Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities*. This rule establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites, includes measures for minimizing fugitive dust from on-site activities, and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf. Activities subject to Rule 345 are also subject to Rule 302 (*Visible Emissions*) and Rule 303 (*Nuisance*).

APCD-16 16. **Idling:** At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:

- Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
- Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
- See www.arb.ca.gov/noidle for more information.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 979-8337 or via email at barhamc@sbcapcd.org.

Sincerely,



Carly Barham
Planning Division

cc: David Harris, Manager, District Engineering Division (electronic only)
William Sarraf, Supervisor, District Engineering Division (electronic only)
Charlotte Mountain, Air Quality Engineer, District Engineering Division (electronic only)
Planning Chron File

Nick Bobroff

From: Andrew Raaf <ASRAAF@countyofsb.org>
Sent: Friday, December 01, 2023 9:05 AM
To: Nick Bobroff
Subject: Chevron EIR comments

****EXTERNAL EMAIL****

CAUTION: This email originated from outside the City of Carpinteria. DO NOT OPEN attachments or CLICK on links unless you are sure they are safe. Remember, reputable vendors, banks, etc. will not ask you to disclose passwords or other sensitive information.

Hi Nick, hope you're doing well and getting ready for a good holiday.

I have a couple comments on the Chevron EIR, not necessarily project-related but clarifying comments on some of the background pg 4.8-2

Canyon Creek. The Carpinteria, Santa Monica, and Franklin Creeks have been channelized by the Santa Barbara County Flood Control and Water Conservation District, the U.S. Army Corps of Engineers, and the U.S. Soil Conservation Service. The Santa Barbara County Flood Control Engineer has determined that lands above 250 feet elevation in the Carpinteria area would be free from flood hazard in the area of the channelized creeks.

The Federal Emergency Management Agency (FEMA) has established National Flood Insurance Rate Maps (FIRMs), which designate flood zones for the Carpinteria planning area. The maps were last updated for Carpinteria and adjacent areas in September of 1985. Areas within the 100-year flood zone include:

FCD-1 Carp creek proper is not channelized by Fed or County action and is not part of the Carpinteria Valley Watershed Plan from the 60s era. The CarpValley Watershed Project is Santa Monica and Franklin as mentioned and was/is a joint agency program by County Flood Control, resource conservation districts at the time, Army Corps, SCS now NRSC, and City of Carpinteria. (Draft EIR 1975)

FCD-2 Flood Control Engineer has not made a determination that land above 250ft elevation is free from flood hazards, if this is from a citation please let me know where so we can address where that is coming from and update or clarify. Thanks, have a good weekend,

Andrew Raaf - asraaf@countyofsb.org

Environmental Manager

Santa Barbara County Flood Control District

Cell: 805-722-7250

Fax: 805-568-3434

130 E Victoria Street, Suite 200

Santa Barbara, CA 93101

To Nick Bobroff (nickb@carpinteriaca.gov)
FROM: Amrita M. Salm
DATE: Jan. 31, 2024

RE: Decommissioning & Remediation of the Chevron Carpinteria Oil & Gas Processing Facility Project

- | | |
|------|---|
| AS-1 | 1. I have no idea how it is possible to completely remediate impacted soils & groundwater at the Facility. It seems it would be very toxic after all these years. It is my hope that nothing is built on that site, esp. housing due to the impact of toxic wastes. |
| AS-2 | 2. Contaminated materials: where will they go? |
| AS-3 | 3. Does the buffer zone (p. ES-4) include the buffer zone behind Arbol Verde Street? |
| AS-4 | 4. Where do the recycling materials get disposed? |
| AS-5 | 5. Who determines if the restoration of the affected portions of the Project Site are properly restored? |
| AS-6 | 6. Seal Rookery: <ul style="list-style-type: none">a. Any work South of the RR tracks there should be two people observing the work.b. Anytime work North of RR tracks & in close proximity to the seals have one observer.c. There should be extra parking for Seal Watch volunteers with extra observers. |
| AS-7 | 7. There are a number of Class I Impacts which I assume we have to live with along with the proposed mitigation measures. I am especially concerned about the impact on the seal rookery and any future housing on the project site. |
| AS-8 | 8. Hopefully the entire clean-up will be paid for by Chevron not the citizens of Carpinteria, i.e. the City of Carpinteria. |

Nick Bobroff

From: BETTY SONGER <capacbet@aol.com>
Sent: Wednesday, January 31, 2024 3:04 PM
To: Nick Bobroff
Subject: Oil and Gas Facility Decommissioning Project

****EXTERNAL EMAIL****

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Dear Nick,

- BS-1 1. Who will monitor the air pollution, will Air Pollution Control be involved ?
- BS-2 2. While wells Nugent no 1 and Nugent no 2 were on the buffer zone, why are these soils not being remediated. I remember the remnants of these wells from 1957 when we could walk on that property. Venoco offered this property to the city, but the city did not want the liability.
There were also two huge gasoline storage tanks near the area also.
- BS-3 3. Everything that can be done to protect the seals should be done, even with mitigation the seals will be harmed, so extreme measures should be taken.
- BS-4 4. Have the rules on building homes on such sites changed, I remember when some of our gas stations were removed and no restaurants could be built on the property for 20 years?

Thanks
Betty Songer
5641 Calle Pacific
Carpinteria Ca, 93013

Sent from my iPad

Nick Bobroff

From: Stevens, Theresa CIV USARMY CESPL (USA) <Theresa.Stevens@usace.army.mil>
Sent: Thursday, January 18, 2024 9:29 AM
To: Nick Bobroff
Cc: Stevens, Theresa CIV USARMY CESPL (USA); Allen, Aaron O CIV USARMY CESPL (USA)
Subject: SCH #2022080026 Project No. 21-2128-DP/CDP

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To Whom it May Concern:

The US Army Corps of Engineers (USACE) has reviewed the project description for the proposed action-Chevron Carpinteria Oil & Gas Facility Decommissioning Project.

USACE-1

The authorities of the USACE include section 10 of the Rivers and Harbors Act (work and structures) and section 404 of the Clean Water Act (discharges of dredged or fill material). A USACE permit may be required to complete the proposed decommissioning of offshore oil and gas facilities in state waters below the high tide line elevation.

A preapplication meeting with the project proponent and the USACE is recommended.

If you have any questions regarding the USACE authorities or this comment, please contact me.

In my absence you may contact my supervisor, Aaron Allen, PhD, USACE Los Angeles District, North Coast Branch Chief.

Thank you-

Theresa Stevens, PhD
Senior Project Manager

During the Coronavirus Health Emergency, please do not mail printed documents to any Regulatory staff or office. For further details on corresponding with us, please view our COVID-19 special public notice at:
https://www.spl.usace.army.mil/Portals/17/docs/publicnotices/COVID19%20Regulatory_SPN.pdf?ver=2020-03-19-134532-833

Theresa Stevens, Ph.D.
U.S. Army Corps of Engineers

Los Angeles District
Regulatory Division
60 South California Street, Suite 201
Ventura, CA 93001-2598

PHONE: 805-585-2146

<http://www.spl.usace.army.mil/Missions/Regulatory/>

Assist us in better serving you!

You are invited to complete our customer survey, located at the following link:

<https://regulatory.ops.usace.army.mil/customer-service-survey/>

Nick Bobroff

From: Charis van der Heide <charisvdh@gmail.com>
Sent: Friday, January 12, 2024 5:43 AM
To: Luis Perez
Cc: Nick Bobroff
Subject: Re: Notice of Availability of EIR for Chevron Carpinteria Oil & Gas Facility Decommissioning Project

****EXTERNAL EMAIL****

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Hi Luis and Nick,

CV-1 Thank you for your emails. My concerns are for both the tree maintenance that occurred over this past summer/fall and the additional tree work contemplated as part of the decommissioning work described in the EIR.

I have read through the Terrestrial Biology Report. The report does reference the history of the monarch observations at the site and lists two surveys that occurred in 2020 and 2021 by Padre Associates. Is it possible to share copies of these two references with me?

Padre Associates, Inc. 2020. Chevron Biological Survey and Habitat Impact Review Form. 14 December.

Padre Associates, Inc. 2021a. Chevron Biological Survey and Habitat Impact Review Form. 2 February.

My concern is the absence of monarch surveys in the Tree Maintenance and Hazard Reduction Plan. Page 3-1/C-104 states "Pre-activity biological surveys were performed by Padre Associates, Inc. on Friday, Monday, and Tuesday, March 3, 6, and 7, 2023, with follow-up visits on March 20, March 27 through 31, April 1, 3, 4, 10, 12, 13, 18, and 24, and May 19, and 25, 2023." All of these pre-activity biological surveys occurred outside of the peak of monarch butterfly overwintering season (November and February) and thus were unable to observe and document the location of monarch aggregations in ESHA prior to tree work. Pre-activity biological surveys within the peak of monarch butterfly overwintering season are standard practice for projects within monarch ESHA. Without these monarch surveys during the overwintering season, the tree maintenance activity resulted in the topping and pruning of monarch aggregation trees and the significant negative impact to monarch ESHA. Since 2016, monarch butterflies are known to aggregate outside of the buffer zone along Dump Road by Gate 1. All of these trees were topped and pruned in 2023. The tree work finished in November 2023, which is the peak of the monarch butterfly season.

My concern with the additional tree work contemplated as part of the decommissioning work described in the EIR is that this could cause additional damage to monarch overwintering habitat along Dump Road by Gate 1.

Thank you for your attention to these concerns,
Charis van der Heide

On Fri, Jan 12, 2024 at 12:49 AM Luis Perez <luis.perez@mrsenv.com> wrote:

Please see attached terrestrial biology report, which contains monarch butterfly survey information. Please let me now if you have any questions. Thanks.

Luis F. Perez

Senior Project Manager

MRS Environmental Inc.

1306 Santa Barbara St.

Santa Barbara, CA 93101-2045

805-289-3930 Office

805-896-7875 Cel

luis.perez@mrsenv.com

From: Nick Bobroff <nickb@carpinteriaca.gov>

Sent: Thursday, January 11, 2024 2:05 PM

To: Charis van der Heide <charisvdh@gmail.com>

Cc: Luis Perez <luis.perez@mrsenv.com>

Subject: RE: Notice of Availability of EIR for Chevron Carpinteria Oil & Gas Facility Decommissioning Project

Hi Charis,

Thanks for reaching out.

I'm a little bit unclear as to whether your question is more focused on the tree maintenance work that occurred over this past summer/fall, or relating to the additional tree work contemplated as part of the decommissioning work described in the EIR; or perhaps, both?

In any case, by way of this response, I'm copying our environmental consultant, Luis Perez with MRS Environmental, in the hopes that he or someone from his team can answer your specific question about whether any monarch surveys during the overwintering season were conducted in the preparation of the EIR for the proposed decommissioning project.

If, on the other hand, your inquiry is more narrowly focused on the tree work that already occurred, I would probably need to instead refer your inquiry to Chevron's own environmental consultant, Padre Associates, whom I believe prepared the tree maintenance plan and any related surveys.

Best,



Nick Bobroff

Director, Community Development Department

City of Carpinteria

5775 Carpinteria Ave, Carpinteria, CA 93013

Direct Line: (805) 755-4407 | nickb@carpinteriaca.gov

CarpinteriaCA.gov

From: Charis van der Heide [<mailto:charisvdh@gmail.com>]

Sent: Wednesday, January 10, 2024 12:26 PM

To: Nick Bobroff <nickb@carpinteriaca.gov>

Subject: Re: Notice of Availability of EIR for Chevron Carpinteria Oil & Gas Facility Decommissioning Project

****EXTERNAL EMAIL****

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Hi Nick,

Thank you for the information about the public comment being extended to January 30th. I am preparing a comment letter.

My biggest concern about the tree maintenance activity is that the monarch roost trees were topped/pruned/limbed and significantly impacted to the extent that the trees no longer offer suitable overwintering habitat. In reviewing the tree maintenance plan and the initial studies, I haven't found any record of monarch butterfly surveys occurring in monarch ESHA during the height of the overwintering season (November to February) prior to the tree work. There are records of 19 surveys for nesting birds on the Chevron property prior to the tree work, but no focused monarch butterfly surveys.

Thanks for your attention to this matter,

Charis van der Heide

On Mon, Dec 18, 2023 at 8:36 PM Nick Bobroff <nickb@carpinteriaca.gov> wrote:

Hi Charis,

You are correct that the tree maintenance work begun in the summer and wrapped up recently was separate from and ahead of the work contemplated as part of the decommissioning project.

There are additional tree removals proposed as part of the decommissioning project itself. The areas impacted by this work are described in the DEIR in a few locations. Figure 2-6 shows the areas where tree removals are anticipated. Tree removals are described in more detail in Section 2.5.1 (Demolition and Remediation Project Areas) as part of the narrative for the different operational areas. I believe in total, approximately 85 trees are identified for removal.

The Biological Resources section describes the potential for impacts to Monarch Butterflies (see Section 4.3.4, Project Impacts and Mitigation Measures) and describes proposed mitigation (e.g., Bio.1c, Pre-construction wildlife surveys; etc.).

Best,



Nick Bobroff

Director, Community Development Department

City of Carpinteria

5775 Carpinteria Ave, Carpinteria, CA 93013

Direct Line: (805) 755-4407 | nickb@carpinteriaca.gov

CarpinteriaCA.gov

From: Charis van der Heide [mailto:charisvdh@gmail.com]

Sent: Monday, December 18, 2023 2:05 AM

To: Nick Bobroff <nickb@carpinteriaca.gov>

Subject: Re: Notice of Availability of EIR for Chevron Carpinteria Oil & Gas Facility Decommissioning Project

****EXTERNAL EMAIL****

CAUTION: This email originated from outside the City of Carpinteria. **DO NOT OPEN** attachments or **CLICK** on links unless you are sure they are safe. Remember, reputable vendors, banks, etc. will not ask you to disclose passwords or other sensitive information.

Hi Nick,

Thank you for the opportunity to comment on this Draft EIR. I am preparing a formal comment letter.

The tree maintenance project on the Chevron site was started in summer/fall 2023 before this public comment period however. The Draft EIR did not survey for monarch aggregations and missed the occurrence of monarch roosts in the trees that were topped and pruned in the tree maintenance project. Are any tree removals or additional tree maintenance planned to occur? If possible, I'd like to prevent additional impacts to monarch aggregation habitat.

Thank you,

Charis van der Heide

On Fri, Dec 15, 2023 at 8:50 PM Nick Bobroff <nickb@carpinteriaca.gov> wrote:

Good afternoon,

At the request of the project applicant (Chevron West Coast Decommissioning Program), the public review and comment period for the Draft EIR has been extended for an additional two weeks. The revised public review and comment period will now close on **Wednesday, January 31, 2024 at 5:00 p.m.**

Please see the attached revised Notice of Availability for additional information. The DEIR, Executive Summary and additional information remain available on the City's website at the link in the included email, below.

Thank you,



Nick Bobroff

Director, Community Development Department

City of Carpinteria

5775 Carpinteria Ave, Carpinteria, CA 93013

Direct Line: (805) 755-4407 | nickb@carpinteriaca.gov

CarpinteriaCA.gov

From: Nick Bobroff

Sent: Thursday, November 30, 2023 4:31 PM

Subject: Notice of Availability of EIR for Chevron Carpinteria Oil & Gas Facility Decommissioning Project

Good Afternoon,

As an interested party for the Chevron Carpinteria Oil & Gas Facility Decommissioning Project, you're receiving this email because the City of Carpinteria has prepared a Draft Environmental Impact Report (EIR) for the project. The Draft EIR is now available for public review and comment at the following link: <https://carpinteriaca.gov/city-hall/community-development/oil-gas-information/oil-processing-facility-decommissioning/>

The public review and comment period begins today, November 30, 2023, and will close on **January 15, 2024 at 5pm**. Please submit written comments to me by mail or email at the contact information below.

You are also welcome to participate in the City's upcoming Public Workshop / Environmental Review Committee meeting for this Draft EIR to be held on Monday, December 18, 2023, from 5:30 p.m. to 8:00 p.m. in the Council Chambers at Carpinteria City Hall, 5775 Carpinteria Avenue, Carpinteria, CA 93013.

If you have any questions or comments, please do not hesitate to contact me.

Thank you,



Nick Bobroff

Director, Community Development Department

City of Carpinteria

5775 Carpinteria Ave, Carpinteria, CA 93013

Direct Line: (805) 755-4407 | nickb@carpinteriaca.gov

CarpinteriaCA.gov



January 12, 2024

City of Carpinteria
Attn: Nick Bobroff, Community Development Director
5775 Carpinteria Ave.
Carpinteria, CA 93103

SUBJECT: Chevron Carpinteria Oil and Gas Facility Decommissioning Draft EIR

Dear Nick Bobroff,

Thank you for providing the County of Ventura Planning Division with the opportunity to comment on the Chevron Carpinteria Oil and Gas Facility Decommissioning Draft Environmental Impact Report (EIR). The City of Carpinteria should be commended for working to decommission and remediate this shuttered oil and gas facility and for preserving coastal resources. The Planning Division's comments for the draft EIR focus on plans to truck and dispose of oil and gas facility materials in the unincorporated areas of Ventura County, as well as biological resources.

The Chevron Carpinteria Oil and Gas Facility Decommissioning Project (Proposed Project) would demolish and remove equipment on the 55-acre shoreline facility, associated pipelines, and includes remediation of impacted soils and groundwater. Existing site resources, including mature trees and coastal bluffs would be preserved and unaffected by remediation efforts. Options for reuse of the property will be further explored during the City of Carpinteria's current Draft General Plan/Local Coastal Plan Update and may include rezoning from Industrial uses to Planned Unit Development and Open Space/Recreation.

The project objectives in the EIR are summarized as follows (page ES-5 of draft EIR):

- Removal of existing surface and subsurface equipment, pipeline segments and structures associated with the facility, including removal of concrete foundations, asphalt, oil spray, and road base;
- Preparation for, and removal of, offshore pipelines;
- Excavation, remediation, and restoration of impacted soils in accordance with an agency approved Remedial Action Plan; and
- Recycling/disposal of all removed materials to sites located in Kern and Ventura Counties.

RMA-1

The EIR describes a complex decommissioning process that involves multiple jurisdictions and up to four different counties. Impacts to unincorporated Ventura County could be significant in terms of thousands of truck trips through unincorporated

RMA-1

communities in order to dispose of and recycle materials. Specifically, the EIR identifies five unincorporated facilities: Waste Management Simi Valley, State Ready Mix Recycling Asphalt and Concrete, Standard Industries Steel, and Grimes Rock, Inc. These facilities are permitted to operate under approved discretionary permits which include conditions of approval with maximum allowed truck trips and maximum of volume of materials which may be received. Since the project site is located near the boundary of Ventura County, sensitive biological species that use coastal habitat could also be affected. The draft EIR should include clarifications regarding the types of biological species that will be impacted during Proposed Project activities, along with mitigation measures to reduce impacts to less than significant if those species are found. Please review the following discussion for more information regarding these requested clarifications.

RMA-2

Truck Trip and Materials Information

Over the estimated three-year period for the completion of the Proposed Project approximately 5,445 truckloads (including 169 loads for equipment removal, 1,119 loads for surface materials removal, and 4,157 loads for soil remediation) will be required to transport the various waste streams from the Proposed Project to receiving facilities. The EIR identifies trucking routes that may be used could be destined to Waste Management Simi Valley in an unincorporated area near Simi Valley, or State Ready Mix in the unincorporated community of El Rio/Del Norte and could result in approximately 16 to 40 roundtrip truck trips per day to/from either of these facilities and the Proposed Project site.

The EIR should be revised to provide clarity in Section 2.5.2.3-Table 2.4 (page 2-30 of draft EIR) and show the types of material, number of truck trips per month, and the specific destination facilities. There are multiple hauling routes and disposal facilities listed, including facilities in Kern County, Kettleman City in Kings County, and those in Ventura County such as Waste Management Simi Valley, State Ready Mix Recycling Asphalt and Concrete in the unincorporated community of El Rio Del Norte, Standard Industries Steel in the unincorporated community of Saticoy, and Gold Coast Recycling and Transfer Station in the City of Ventura. Additionally, Figure 2-10 (page 2-33) shows Grimes Rock, Inc. as a recycle location, which is located in an unincorporated area between the cities of Fillmore and Moorpark; however, Grimes Rock is not included in Table 2.4 as a disposal facility. Please revise Table 2.4 to include Grimes Rock if this facility is intended to be a disposal facility for the Proposed Project.

RMA-3

These clarifications should be followed by analysis in the EIR as to whether the number of truck trips, material types, and truck load amounts can be accommodated under the current land use permits and conditions of approval for each County-permitted facility. If the Proposed Project would exceed the maximum number of truck trips, material amounts or types of materials allowed in a County permitted facility, these Permittee's may be required to modify their County approved permits to support the Proposed Project. Alternatively, the Proposed Project and EIR may require revision to identify alternate facilities that can receive the truck trips, material types and load amounts consistent with their approved permits and conditions of approval.

RMA-4

2.5.23 Recycling and Disposal Volumes - Pipeline Disposal Analysis

In addition to soils and equipment that could be hauled to, and disposed of/recycled in the unincorporated County, Table 2.7 (page 2-34 of draft EIR) indicated that approximately 2,500 tons of steel and concrete could be barged into either the Port of Long Beach or the Port of Hueneme. If sent to the Port of Hueneme, the materials would subsequently be trucked for disposal/recycling at one or more of the unincorporated facilities listed above. The EIR indicates that if delivered to the Port of Hueneme the receiving facility would be Standard Industries in the unincorporated community of Saticoy. Specifically, two barge loads and 141 round trip truck trips would be required to move all the materials.¹ Standard Industries is located approximately 12.5 miles from Port Hueneme. From Port Hueneme, the most immediate route for hauling will be northward on Victoria Avenue and eastward onto Vineyard Avenue to access the industrial area of Saticoy and Standard Industries. Alternative routing could be northeast on Pleasant Valley Road and northward on Rice Avenue to avoid populated areas or peak traffic conditions.

This comment is regarding the truck trips through the County General Plan Designated Disadvantaged Communities. The pipeline disposal analysis in the draft EIR presents two potential barge destinations in the EIR, but it does not indicate with destination port would most closely meet the project objectives. The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but in less detail than the significant effects of the project as proposed (CCR Section 15126.6[d]). The draft EIR should include more comparative analysis for the two alternatives to determine if barging then truck trips to disposal sites near either Long Beach or Port Hueneme would have more significant affects. The proposed truck routes for the approximately 35 daily trips that would be required from Port Hueneme to Standard Industries in Saticoy should be analyzed in the EIR for this project. Please include a map in the EIR showing the proposed truck routes and analyze which routes would avoid the County Designated Disadvantaged Communities of El Rio, Nyeland Acres, and Saticoy to the maximum extent feasible. The alternative routing presented in the draft EIR Section 2.5.23 Recycling and Disposal Volumes should be applied to the Proposed Project, going the northeast from the Port on Pleasant Valley Road, and northward on Rice Avenue, avoiding populated areas and peak traffic hours to the maximum extent feasible.

RMA-5

Material Disposal Transportation Plan

The EIR indicates that site cleanup options that involve off-site disposal, on-site treatment with subsequent disposal, and/or off-site treatment of hazardous wastes/substances will benefit from, and in most cases, require early consideration of transportation issues in the form of a written transportation plan. The EIR does not include a transportation plan. A transportation plan is, in some cases, required by law.

¹ Based on a maximum single truck weight of 18 tons, it is estimated that approximately 141 round trips to Standard Industries would be required to transport 2,538.68 tons of pipeline materials.

RMA-5

For example, Health and Safety Code Section 25169.3 specifies conditions required for transport of hazardous materials². It should be noted that in the 2018 Asbestos and Lead Based Paint Survey Report (page 2-12 of draft EIR) there are materials on the site that contain asbestos and lead. Additionally, the results of the site assessment activities indicated constituents of concern in excess of applicable soil screening levels including total petroleum hydrocarbons, PCBs, California regulated metals, and chlorinated pesticides.

Section 4.2.2.3 Local Regulations details the dust control measures required by the County of Santa Barbara in the SBCAPCD Air Quality Attainment Plan (page 4.2-12 of draft EIR). The best practices covered by this policy include on-site vehicle traffic and if off-site importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be appropriately covered with tarp from the point of origin to the final destinations. In addition to dust control measures, mitigation measure HAZ 1 (page 4.7-12 of draft EIR) includes contaminated soil handling measures with similar regulations to cover soil with tarps and impermeable coverings. Similar to these dust control measures, a transportation plan for the transportation of materials to disposal facilities should incorporate the best practices for trucks traveling to disposal facilities such as ensuring trucks are tarped or covered so materials cannot spill during transport. Based on the information presented in the EIR please include a transportation plan regarding hauling of hazardous and non-hazardous materials to disposal facilities.

RMA-6

Additionally, if there are any unincorporated County-permitted facilities which are planned to receive hazardous materials, please update the EIR Remedial Action Plan discussion to note that the County of Ventura will be afforded the opportunity to review and comment on this Plan.

RMA-7**Biological Resource Impacts**

Since monarch butterflies, migratory birds, and other species rely on coastal habitats in both Ventura County and Carpinteria, the following comments describe the need to conduct biological surveys prior to Proposed Project site disturbances, and if protected species are found, please include mitigation measures in the draft EIR.

Western Monarch Butterfly Overwintering Roosts

The Proposed Project site is also a historic Western monarch butterfly overwintering site.³ Please update the initial biological survey, or the draft EIR to include a map of the historic butterfly roost site with core roost trees and a 500-foot support area². The draft EIR found that the Proposed Project may cause significant impacts to roosting monarchs, including mortality, but also stated that the Proposed Project would not substantially modify the microenvironment within the winter roost site aggregation area (wind, temperature). These conclusions should be supported with depictions of the roost site(s) on relevant maps or figures presented in the EIR or biological appendices (page 4.3-52 of draft EIR). Monarch conservation scientists at the US Fish and Wildlife

² https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMB_Transportation-Plan.pdf

³ Xerces Society Site #2800 (Oil & Gas Buffer Zone, Carpinteria)

RMA-7

Service have issued guidance describing that overwintering roost sites should be managed and enhanced within the core area (roost trees) and a 500-foot support zone (or more-depending upon surrounding topography/habitat) to provide essential resources for the species. Essential resources and supporting habitat include nearby nectar sources (plants in flower throughout the core roost site and support area), protective landscape features that lessen the impacts from prevailing winds on the roost trees (e.g., hills/topography, trees, human-made structures), heat (small openings in the core roost to allow dappled sunlight), humidity (close to the coast), and a water source.^{4,5}

As noted in the draft EIR, monarch overwintering sites are classified as an Environmentally Sensitive Habitat Area (ESHA) by the Coastal Act and the City's Local Coastal Program states "adjacent development shall be designed and set back far enough to protect the quality of the habitat." ([Coastal Land Use Plan, ESHA Implementation Policy 37](#)). Decommissioning activities such as soil and equipment removal at the scale proposed are considered "development" according to the Coastal Act.

Furthermore, while the proposed mitigation measure "Bio.1c 1. Monarch Butterflies:" provides a mitigation measure for preconstruction surveys to determine the presence of monarch butterflies, it should clearly define what the mitigation action will be required to mitigate the physical disturbance or indirect impacts from the project, and temporarily suspend project activities if necessary. While the mitigation actions are clear for nesting birds, it remains unclear what the trigger would be for the monarch roost. In addition, the draft EIR does not mention long-term site maintenance activities that will be necessary once the site is remediated should be included in the draft EIR in order to mitigate direct, indirect, and cumulative impacts to the butterflies, particularly if there will be landscape maintenance (pesticide use, fire-safety tree/brush thinning or removal), night lighting, or human-caused changes to the availability of fresh-water resources (Coastal Land Use Plan OSC-1f. Implementation Policy 6).

All monarch surveys, management plans should be conducted by a USFWS/Xerces recommended monarch biologist with sufficient technical experience and biological background to conduct the surveys and develop the plan. This includes utilizing two monitors to minimize count errors and at least two survey counts should occur during the overwintering season.

RMA-8

Roosting Birds Associated with the Migratory Bird Treaty Act

The draft EIR should include surveys conducted for trees utilized as roost trees throughout the year by herons, egrets, cormorants, or other protected migratory species. Throughout the year, many sheltered tree areas are utilized by these birds to rest during the day. If a migratory bird roost is found, a mitigation measure should be included to avoid, preserve, or replace the roost.

⁴ https://xerces.org/sites/default/files/publications/21-015_03.pdf

⁵ https://xerces.org/sites/default/files/2018-05/15-016_01_XercesSoc_Conservation-Status-Ecology-Monarch-US-web.pdf

RMA-9

Yuma Bat (Yuma Myotis)

The Yuma Bat was observed in the vicinity, and this species could be an occasional forager or have roosts at the Proposed Project site. This species is listed by the California Department of Fish and Wildlife (CDFW) as a "Species of Special Concern" and listed in the agencies' California Natural Diversity Database as having cause for some concern as a result of local recent declines, threats, or other factors. Further analysis should be used to determine if the Proposed Project would cause significant impacts to the species, specifically if they roost in trees or on equipment on the Proposed Project site (page 4.3-28 of draft EIR). Pre-construction bat surveys should be conducted by a CDFW-approved bat biologist to ensure there are no roosting *Yuma Myotis* in trees or on equipment. If a bat roost is found, a mitigation measure should be included to avoid, preserve, or replace the roost.

In conclusion, thank you again for the opportunity to comment on the Chevron Carpinteria Oil and Gas Facility Decommissioning Draft EIR. If you have any questions about the truck trips and material disposal comments, please contact Joel Hayes at Joel.Hayes@ventura.org or 805.654.2834. For questions about biological resources, contact Abigail Convery at Abigail.Convery@ventura.org or 805.654.2489.

Sincerely,



Dave Ward, AICP | Planning Director
County of Ventura, Planning Division

January 25, 2024

Nick Bobroff, Director, Community Development Department
City of Carpinteria
5775 Carpinteria Ave, Carpinteria, CA 93013
(805) 755-4407
Via email: nickb@carpinteriaca.gov

**Comment Letter on the Draft Environmental Impact Report (EIR)
Decommissioning and Remediation of the Chevron Carpinteria Oil & Gas
Processing Facility Project**

Dear Nick Bobroff,

The monarch butterfly overwintering site on the Chevron Carpinteria Oil & Gas Processing Facility is well known and documented. It is labeled as the Oil & Gas Buffer Zone, Carpinteria (Site ID 2800) by the Xerces Society and clearly mapped on their website's interactive map, available at <https://westernmonarchcount.org/map-of-overwintering-sites/>. It is Occurrence number 269 in the California Native Diversity Database (CDFW 2024), however the data is in the process of being updated with current Xerces Society mapping. This habitat is designated as an Environmentally Sensitive Habitat Area (ESHA) in the Carpinteria General Plan (2003). The 2018 Meade report states: "Thousands of monarchs have been recorded overwintering at this site year after year since 1997. Over the years, the monarchs have roosted on various eucalyptus trees and Monterey pines at this site. During the 2016-2017 season, monarchs were observed aggregating in a corner of blue gum eucalyptus on the east side of Dump Road near Venoco's Gate 1. The clusters of monarchs were approximately 13 to 33 feet high in the eucalyptus trees." (page 203 of Meade 2018).

XS-1 The Draft EIR Decommissioning and Remediation of the Chevron Carpinteria Oil & Gas Processing Facility Project, Terrestrial Biological Resources Study, Tree Report, and Tree Maintenance and Hazard Reduction Plan base their impact analysis on the assumption that the only monarch overwintering habitat is within an area of the project site referred to as the Buffer Zone. However, this assumption is incomplete. Monarch butterflies are documented and reported to aggregate throughout the windrows along Dump Road in Shop and Maintenance Area, Former Nursery Area, and Former Marketing Terminal Area, in addition to the Buffer Zone.

Furthermore, there is no mention or record of monarch butterflies surveys during the monarch overwintering season (October – March) on the Chevron Project site or within the monarch butterfly ESHA prior to the tree maintenance project implementation.

XS-1

Monarch butterfly surveys during the overwintering season is standard practice prior to any tree work in monarch ESHA and is essential to understanding the monarch behavior and habitat use at a specific site. The Terrestrial Biological Resources Study includes records and findings of 19 nesting bird surveys from March to May, 2023 which shows the understanding of the importance of the habitat for raptors and nesting birds. The absence of monarch butterfly surveys during the overwintering season in ESHA prior to tree maintenance work is a grave omission of due diligence and shows a failure to protect a sensitive species which is a candidate species under the federal Endangered Species Act, with anticipated listing in fall 2024. The monarch butterfly is also designated as a Species of Greatest Conservation Need in the state of California, and is included in the State Wildlife Action Plan. The species is also recognized by the California Department of Fish and Wildlife as a Special Status Invertebrate. Handling of monarchs requires a permit from the California Department of Fish and Wildlife. The California overwintering population of monarchs is included on CDFW's Special Animals List (CNDDDB 2023). More information can be found here: <https://wildlife.ca.gov/Conservation/Invertebrates/Monarch-Butterfly>.

The tree maintenance project actions during summer through November 2023 significantly and negatively impacted monarch aggregation habitat. Monarch aggregation trees and branches were pruned and topped during peak monarch overwintering season. The timing of this tree work removed roosting branches and disturbed roosting monarchs. The biological monitor present during the tree work in November 2023 documented the presents of monarch butterflies, and thus documented that the project disturbed and disrupted overwintering monarch butterflies while removing roosting sites and habitat. Future planned tree removals in the Tree Maintenance and Hazard Reduction Plan will continue to negatively impact documented monarch aggregation habitat.

This tree work was implemented in November 2023 during monarch overwintering season before the Draft EIR comment period or approval.

The impact statement for monarch butterfly habitat is stated in the Draft EIR as potentially significant, which is correct but incomplete in its extent.

SPECIFIC COMMENTS BY DOCUMENT

Draft EIR

XS-2

Page 4.3-52 Monarch Butterfly section states "Impacts to Monarch butterfly habitat from Project related activities including tree removal and trimming, and noise-related impacts are considered potentially significant." Comment: The potentially significant impact is correct, but the extent of the impact analysis did not include current monarch aggregation location data. Dust will also be a potentially significant impact if it is not mitigated during the overwintering season.

C-1 Terrestrial Biological Resources Study by Padre Inc.

- XS-3** Page 2-5/C-8 Tree windrows/EUC unranked. Comment: When trees are monarch overwintering habitat in the coastal zone, they are ranked and protected as Environmentally Sensitive Habitat Area (ESHA).
- XS-4** Page 2-7/C-10 states "...historically, the windrow between the Buffer Zone and Former Marketing Terminal Area has supported roosting monarch butterflies, particularly on the Buffer Zone (west) side of the windrow." Comment: The Buffer Zone and Former Marketing Terminal Area supported monarch butterfly aggregation currently and consistently until the recent tree trimming occurred in 2023. See Photos 3-5 and Figure 1.
- XS-5** "The trees provide cover and roosting habitat for a number of bird species and historically for monarch butterflies." Comment: Use "currently", instead of "historically". This is an active monarch overwintering site utilized by thousands of monarchs. The term "historically" is used to refer to monarch sites that have not had monarchs present for several years or decades.
- XS-6** Page 2-15/C-18 states "...which observed as many as 5,990 monarchs in 2016, and steadily declined to observe only three (3) monarchs in 2020." Comment: These 5,990 monarchs in 2016 were observed in the windrows along Dump Road (see Figure 1, Photos 3-5) and not in the Buffer Zone. The statewide decline does not warrant the explanation that a site has become "historic". The population has since rebounded and the windrows along Dump road supported aggregations of monarchs like previous years with similar sized populations.
- XS-7** Page 2-16/C-18 states "Thus, the disappearance of aggregating Monarchs at the Buffer Zone may potentially be caused by the effects described above at other sections of their migratory route." Comment: This statement is an incorrect postulation. Monarchs utilize the habitat along Dump Road in addition to the Buffer Zone. The population has rebounded since the low numbers of 2018-2020 and continues to utilize this habitat.
- XS-8** Page 2-16/C-18 Table 5 states "On-site (fall and late winter). Buffer Zone supports a historical aggregation site, with as many as 5,990 individuals observed in 2016, but only 3 individuals observed in 2020 (Xerces Society, 2020)." Comment: The aggregation site is not historical, it is a current and active aggregation site. Monarch habitat should include the Shop and Maintenance Area, Former Nursery Area, and Former Marketing Terminal Area, in addition to the Buffer Zone. A population decline for a few years does not lessen the importance for the protection of established sites with long-term use. The Xerces Society 2020 reference is for the Western Monarch Thanksgiving Count numbers only and not the location of monarch observations. No information was gathered for the current location of monarch observations for this report.
- XS-9** Table 5 lists the nearest known location of the monarch butterfly as "On-site (fall and late winter). Buffer Zone supports a historical aggregation site, with as many as 5,990 individuals observed in 2016, but only 3 individuals observed in 2020 (Xerces Society,

XS-9 2020).” Comment: The population of 5,990 individuals were not observed in the Buffer Zone in 2016. They were observed in the windows along Dump Road as shown in Figure 1. The nearest known locations of monarch butterfly needs to be expanded (see Figure 1).

XS-10 Table 5 lists the status of the monarch butterfly as PD which stands for “PD Petition for ESA listing deferred (USFWS).” Comment: this is a misleading label. The monarch butterfly is a Federal Candidate species, but work precluded due to higher-priority listing actions.

C-2 Tree Report

XS-11 Page 4-3/C-57 states “Sixty (60) of the trees evaluated are blue gum (*Eucalyptus globulus*) trees, which are planted in the Main Plant Area middle east-west windrow, the Main Plant Area southern north-south windrow, and in the Chevron Pipeline Area east-west windrow.” Comment: These 60 trees proposed for removal appear to be outside of the known monarch aggregation habitat along Dump Road, however they could offer important wind protection (support habitat) to the monarch aggregation areas. In addition, these areas are not publicly accessible to Western Monarch Thanksgiving Count (WMTC) volunteers and thus it is unclear whether these trees serve as monarch aggregation habitat. Removing trees in the monarch aggregation area outlined in Figure 1 could have a significant negative impact to monarch aggregation habitat.

XS-12 Page 5-2/C-64 states “No monarch butterfly roosting habitat trees (e.g., blue gum trees within the BZA) are proposed for removal; therefore, replacement of tree removals with additional nonnative trees such as blue gum are not recommended or proposed.” Comment: Thank you for not proposing the removal of the monarch butterfly roosting habitat trees within the Buffer Zone Area. However, monarch roosting trees are known to be present outside of the Buffer Zone Area. The trees outside of the Buffer Zone Area also need to be protected from removal or be recommended for replacement plantings of additional non-native blue gum trees.

C-3 Tree Maintenance and Hazard Reduction Plan

XS-13 Page 1-1/C-102 states “Approximately 110 trees planned for tree maintenance are located along the southeast margin of the Buffer Zone, within or immediately adjacent to city-defined Environmentally Sensitive Habitat Area (ESHA), but none of these trees are planned for removal. According to conversations onsite with Branch Out Tree Care, trees within this area exhibiting hazardous conditions would be topped and/or trimmed of lateral branches extending toward sensitive targets below (e.g., the Former Marketing Terminal Area and the Union Pacific Railroad), but their remaining lower canopy would be left intact to maintain suitable cover and visual screening.” Comment: Topping and/trimming trees within monarch overwintering habitat reduces wind protection and cover and reduces habitat quality. Allowing the remaining lower canopy to be left intact

XS-13 is not enough to maintain suitable cover for monarch overwintering and still results in a significant negative impact to monarch ESHA. The topping and trimming of lateral branches of trees along Dump Road by Branch Out Tree Care in 2023 rendered the trees bare of suitable roosting branches and wind protection for monarch butterflies. No lower canopy was left intact to maintain suitable cover and visual screening by the Branch Out Tree Care crew.

XS-14 Page 1-1/C-102 states “The larger proportion of trees in ESHA would be protected in place to maintain monarch butterfly, avian and other wildlife habitat.” Comment: All the known monarch aggregation habitat should be protected in place to maintain monarch butterfly habitat quality. Unfortunately, the known monarch aggregation trees along Dump Road have already been topped and pruned resulting in a significant negative impact to monarch ESHA. These trees need to be allowed to regrow to the best of their ability; additional restoration efforts are also necessary to address the damage to monarch habitat.

XS-15 Page 1-1/C-102 states “A qualified biologist has conducted pre-activity surveys and will provide regular oversight for protection of nesting birds or other sensitive biological resources.” Comment: None of these pre-activity surveys occurred within the peak of monarch butterfly overwintering season (November and February) in order to observe and document the location of monarch aggregations and understand habitat use. A total of 19 surveys were conducted for nesting birds, but none were targeted monarch surveys.

XS-16 Page 3-1/C-104 states “Pre-activity biological surveys were performed by Padre Associates, Inc. on Friday, Monday, and Tuesday, March 3, 6, and 7, 2023, with follow-up visits on March 20, March 27 through 31, April 1, 3, 4, 10, 12, 13, 18, and 24, and May 19, and 25, 2023.” Comment: All these pre-activity biological surveys occurred outside of the peak of monarch butterfly overwintering season (November and February) and thus were unable to observe and document the location of monarch aggregations in ESHA. Pre-activity biological surveys within the peak of monarch butterfly overwintering season is standard practice for projects within monarch ESHA. This oversight resulted in the topping and pruning of monarch aggregation trees and the significant negative impact to monarch ESHA.

XS-17 Page 2/C-117 Survey Results, Survey Comments states “Particular attention was paid to the presence of nesting avian species, monarch butterflies, and fossorial reptiles. Individual monarch butterflies were observed within and around the proposed work area, but no aggregations were observed.” Comment: No particular attention was paid to monarch butterflies. Not one survey occurred during the monarch overwintering season. The surveys occurred outside of the overwintering season after the spring dispersal when no aggregation were present.

XS-18 Page 2/C-117 Survey Results, Survey Recommendations states “Should aggregations of monarch butterflies be observed within any trees due to be trimmed or removed, work should be stopped and crews should contact a qualified biologist to provide conservation

- XS-18** recommendations.” Comment: Pre-activity surveys occurred in the monarch aggregation areas in March which is at the end of monarch aggregation season. Monarch butterflies usually disperse from overwintering sites by or before March and aggregations of monarchs are unlikely to be observed.

Biological Survey Report (Page C-115)

- XS-19** Page 1/C-116 Overwintering monarch butterflies should have been afforded the same rigorous survey focus in the biological survey report as nesting birds.
- XS-20** Page 6/C-121 Photo 9 is a monarch aggregation site, yet the survey on March 6, 2023 is outside of the overwintering season.

Preliminary Restoration/Revegetation Plan (C-267)

- XS-21** Page 3-1/C-267 Tree Replacement states “Tree windrows known to historically house a monarch butterfly aggregation in the Buffer Zone Area will not be affected by Project activities.” Comment: Monarchs are known to aggregate in the eucalyptus windrows outside of the Buffer Zone Area and these roost trees were significantly negatively affected by the tree maintenance activity that occurred in 2023 and during the monarch overwintering season. The Preliminary Restoration/Revegetation Plan is thus insufficient to restore the damage that occurred to monarch aggregation trees and habitat during the tree maintenance in 2023.
- XS-22** Page 3-1/C-267 Tree Protection. Comment: This section excludes monarch aggregation trees in the eucalyptus windrows. These trees should be protected, monitored, and allowed to revegetate after the tree pruning/topping activities.
- XS-23** Page 4-5/C-273 Revegetation Methods. Comment: To mitigate the damage to monarch aggregation habitat in the eucalyptus windrows by the tree maintenance project in 2023, we recommend planting toyon between the eucalyptus trees along the windrows to increase wind protection while allowing the eucalyptus trees to re-vegetate their canopy cover. A Monarch Butterfly Habitat Management and Protection Plan is recommended.

Appendix D

Initial Study by MRS (Page D-3)

- XS-24** Page 31/D-34 Biological Resources. Potentially Significant impacts from the proposed Project to Monarch Butterfly. “The biological resources assessments and analysis further identified the following types of mitigation to reduce the potential impacts to the species notes above to less than significant: Twice monthly surveys for the Monarch butterfly along with avoidance measures if roosting Monarch butterflies are found.” Comment: Monarch butterflies are known to be present and individuals were observed during

XS-24 surveys, yet these twice monthly surveys have not occurred and avoidance measures were not implemented prior to the tree maintenance project. Thus, a substantial adverse effect occurred to a federal candidate and special status species and sensitive habitat.

XS-25 Page 34/D-37 Biological Resources, subsection E, states “Less than significant. The proposed Project will require the removal of 62 non-native trees for soil excavation and remediation. None of these trees are located in City designated Open Space or ESHA areas.” Comment: These trees are present in monarch butterfly aggregation habitat and are thus located in ESHA. The removal of these would result in a potentially significant impact to monarch butterfly ESHA.

XS-26 Page D-62. CDFW Comment letter. Comment: This letter excludes monarch butterflies and their habitat on site.

RECOMMENDATIONS

XS-27 A Monarch Butterfly Habitat Management and Protection Plan is recommended, along with the implementation of monarch butterfly habitat restoration.

CONCLUSION

XS-28 Monarch butterflies and their overwintering habitat were not included in the environmental documentation and failed to be surveyed or protected. Monarch overwintering habitat was damaged during the tree maintenance activities in 2023. Restoration action is needed to mitigate the damage and the correct and comprehensive protections for monarchs and monarch habitat need to be in place during the decommissioning.

Thank you for the opportunity to review this project.

Sincerely,



Emma Pelton
Senior Conservation Biologist
Xerces Society for Invertebrate Conservation



Charis van der Heide
Santa Barbara regional coordinator for the Western Monarch Count

REFERENCES

City of Carpinteria. 2003. City of Carpinteria General Plan and Local Coastal Plan and Environmental Impact Report. April.

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Figure 1. Monarch Aggregation Map



Site Photos



Photo 1. Monarch aggregation trees near Gate 1 after tree maintenance project was completed. Areas where monarchs were observed aggregating are circled in red. Monarch areas #1 on Figure 1. Photograph by Charis van der Heide. November 16, 2023.



Photo 2. Monarch aggregation trees near Gate 1 after tree maintenance project was completed. Areas where monarchs were observed aggregating are circled in red. Monarch areas #2 and #3 (right to left) on Figure 1. Photograph by Charis van der Heide. November 16, 2023.



Photo 3. Monarch aggregation trees near Gate 1, facing southwest (Area #2 on Figure 1). November 23, 2022.



Photo 4. Monarch aggregation trees near Gate 1 (Same photo as Photo 1 shown with red dots on monarch clusters), facing southwest. November 23, 2022.



Photo 5. Monarch aggregation trees near Gate 1, facing west. Monarch Location #2 on Figure 1. Photograph by Charis van der Heide. November 23, 2022.



Photo 6. Monarch aggregation trees near northern corner by Gate 1, facing northwest. Monarch Location #1 on Figure 1. Photograph by Charis van der Heide. November 23, 2022.



Photo 7. Monarch aggregation trees along Dump Road near Gate 1. Monarch Location #3 on Figure 1 is in the lower right corner. Photograph by Charis van der Heide. November 17, 2021.



Photo 8. Monarch tagging workshop at the monarch aggregation along Dump Road near Gate 1. Photograph by Charis van der Heide. January 27, 2017.



Photo 9. Monarch aggregations in trees on Dump Road near Gate 1. Photograph by Charis van der Heide. January 27, 2017.

Attachment 1 – Western Monarch Thanksgiving Count Datasheets