CALIFORNIA COASTAL COMMISSION
45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105- 2219
VOICE (415) 904- 5200
FAX (415) 904- 5400
TDD (415) 597-5885

Click here to go to the original staff report

W15b

November 6, 2014

To: Coastal Commissioners and Interested Parties

From: Alison Dettmer, Deputy Director
Kate Huckelbridge, Senior Environmental Scientist

Subject: **Addendum to 9-13-0686/CC-0203-13 – ExxonMobil SYU Offshore Power System Reliability-B (OPSR-B) Project**

This addendum provides proposed minor revisions to the staff report. The proposed modifications to the staff report do not change staff's recommendation that the Commission **approve** CDP 9-13-0686 and conditionally **concur** with consistency certification CC-0203-13.

Revisions to the Staff Report

Additions are shown below in underline and deletions in ~~strikethrough~~.

Page 10, Special Condition 7, fourth bullet point:

- If the post-installation survey documents impacts to eelgrass, ExxonMobil shall prepare, for Executive Director review and approval, an eelgrass restoration strategy that adheres to the ~~Southern~~ 2014 Revised Draft California Eelgrass Mitigation Policy and includes a requirement to use only native eelgrass (e.g., Zostera marina) for restoration purposes, where appropriate. ExxonMobil shall implement the eelgrass restoration strategy within 60 days of approval by the Executive Director.

Page 11, Special Condition 12:

12. **Tunnel Safety and Execution Plans**. PRIOR TO THE START OF ANY ACTIVITIES IN THE TUNNEL OR CONDUIT, ExxonMobil shall submit evidence to the Executive Director that ExxonMobil provided the Santa Barbara County System Safety Reliability Review Committee the opportunity to review the Safety Plan for Tunnel Cable Installation and Removal Operations and the Execution Plan and that ExxonMobil has adequately responded to any Committee comments. ~~Also, ExxonMobil shall submit evidence to the Executive Director that the State Lands Commission has approved the Execution Plan.~~

STAFF NOTE: Staff is recommending this change to Special Condition 12 to be consistent with the mitigation measure adopted by the State Lands Commission (SLC) that requires ExxonMobil to submit the referenced plan to SLC staff but does not require approval by the SLC or SLC staff.

Page 11, Special Condition 14:

14. **Changes to Nautical Charts:** WITHIN ~~30~~60 DAYS OF COMPLETING INWATER CONSTRUCTION, ExxonMobil shall provide written verification to the Executive Director that ExxonMobil has submitted project-related information to the National Oceanic and Atmospheric Administration (NOAA) to be included on area nautical charts. Information submitted shall include as-built drawings, blueprints, or other engineering documents which depict the completed development; geographic coordinates of the location, using a Differential Geographic Positioning System (DGPS) unit or comparable navigational equipment; and ExxonMobil's point of contact and telephone number.

Page 14, Section B, third paragraph:

CALIFORNIA STATE PARKS

The onshore and nearshore portions of the project will require a ~~Temporary Use Permit~~ Right of Entry from the California State Parks Department.

Page 14, Section B, fifth paragraph:

SANTA BARBARA COUNTY AIR POLLUTION CONTROL DISTRICT (APCD)

The APCD is the local air district responsible for implementing federal and State air quality standards in the project area. The Applicant is required to obtain an "Authority to Construct" permit from APCD for ~~removing the 5-mile long portion of the failed cable~~operation of the CIV and support tug within the Santa Barbara Channel.

CALIFORNIA COASTAL COMMISSION
45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105- 2219
VOICE (415) 904- 5200
FAX (415) 904- 5400
TDD (415) 597-5885

W15b

CDP Filed:	8/15/14
180th Day:	2/11/15
CC Filed:	8/19/14
3 Months (CC):	11/19/14
6 Months (CC)	2/19/15
Staff:	K.Huckelbridge-SF
Staff Report:	10/23/14
Hearing Date:	11/12/14

STAFF REPORT: REGULAR CALENDAR

Application No.:	**9-13-0686**
Consistency Certification No.:	**CC-0203-13**
Applicant:	**ExxonMobil Production Company**
Location:	In state and federal waters offshore of El Capitan State Beach in the Santa Barbara Channel, Santa Barbara County.
Project Description:	Replace two existing power cables with two new power cables from the Las Flores Canyon onshore facility to the Santa Ynez Unit (SYU) Platform Harmony located approximately seven miles offshore in the Santa Barbara Channel. Install a new power cable and supporting electrical and communication equipment from SYU Platform Harmony to SYU Platform Heritage (see Exhibits 1-3).

Staff Recommendation: Approval with conditions (CDP); Concurrence with conditions (Consistency Certification).

SUMMARY OF STAFF RECOMMENDATION

ExxonMobil Corporation (ExxonMobil) proposes to improve electrical transmission and communication capabilities between its onshore and offshore facilities in the Santa Ynez Unit (SYU) Outer Continental Shelf oil and gas lease area located in the Santa Barbara Channel (see Exhibits 1 and 2). The proposed project includes replacing two of the three power cables providing power to the Santa Ynez Unit (SYU) offshore oil platforms from the Las Flores Canyon Processing Facility (LFCPF) in Santa Barbara County (see Exhibit 3). The portion of the existing cables within state waters will be removed as part of the project, and the portion within federal waters will be left in place until all facilities are removed at the end of SYU production. In addition, ExxonMobil proposes to install a new cable between two of the platforms and upgrade communications equipment. These findings represent a combined coastal development permit and federal consistency certification; the standard of review for both is Chapter 3 of the Coastal Act.

The key Coastal Act issue raised by this project is the potential for adverse effects to marine resources including marine mammals, marine birds, hard bottom habitat, eelgrass and commercially, recreationally, or scientifically important fish species (see Exhibits 6-8). To address these concerns, ExxonMobil included several mitigation measures in the project description including use of a dynamic-positioning vessel to minimize the need for anchoring, routing the cables through soft bottom habitat and avoiding areas of hard bottom habitat, eelgrass, kelp and other sensitive habitat areas and the use of a Remotely Operated Vehicle (ROV) to monitor cable installation activities. To ensure conformance with Coastal Act policies, Commission staff further recommends several conditions designed to protect marine habitats and sensitive species. These include **Special Condition 2** that requires ExxonMobil to submit a Marine Wildlife Monitoring and Contingency Plan (MWMCP), **Special Condition 3** requiring the use of minimum intensity lighting and other measures to minimize the potential for impacts to marine birds and other wildlife from night lighting, and **Special Condition 4** requiring the protection of any abalone species discovered near the project site. In addition, **Special Conditions 5, 6 and 7** require ExxonMobil to perform pre- and post-project marine surveys to ensure that all project activities avoid sensitive habitat areas to the maximum extent feasible and mitigate any impacts that cannot be avoided. **Special Conditions 8 and 9** require ExxonMobil to submit an anchoring plan and a project-specific oil spill response plan for Executive Director review and approval. As conditioned, the Commission staff recommends the Commission find the proposed project would be consistent with Sections 30230, 30231 and 30232 of the Coastal Act.

Also of concern are economic impacts to commercial or recreational fishing from project activities that temporarily limit access to waters in the project area or result in loss or damage of fishing gear. To minimize the risk of these impacts, ExxonMobil has consulted with the Joint Oil/Fisheries Liason Office (JO/FLO) and has agreed to several measures, including providing

the coordinates of new infrastructure once installed, formally notifying fisherman of project activities, relocating (with permission from fishermen) lobster traps from the project area, following existing JO/FLO traffic corridors, and recording and retrieving, if possible, any items lost overboard (see Exhibit 10). In addition, **Special Condition 14** requires ExxonMobil to submit evidence that information about the project has been included on area nautical charts. As conditioned, the Commission staff recommends the Commission find the project would protect commercial and recreational fishing interests and is therefore consistent with Coastal Act Section 30234.5.

Commission staff recommends that the Commission **approve** coastal development permit application 9-13-0686, as conditioned, and **conditionally concur** with consistency certification CC-0203-13.

TABLE OF CONTENTS

APPENDICES

TABLES

EXHIBITS

MOTION AND RESOLUTION

1. Coastal Development Permit

Motion:

> *I move that the Commission **approve** Coastal Development Permit 9-13-0686 subject to the conditions set forth in the staff recommendation.*

Staff recommends a **YES** vote on the foregoing motion. Passage of this motion will result in conditional approval of the permit and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

> *The Commission hereby approves Coastal Development Permit 9-13-0686 and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.*

2. Consistency Certification

Motion:

> *I move that the Commission conditionally concur with ExxonMobil's Consistency Certification CC-0203-13 on the grounds that, if modified in accordance with the following conditions, the project described therein would be consistent with the enforceable policies of the California Coastal Management Program (CCMP).*

Staff recommends a **YES** vote on the motion. Passage of this motion will result in a concurrence with the certification and adoption of the following resolution and findings. An affirmative vote of a majority of the Commissioners present is required to pass the motion.

Resolution to Conditionally Concur with Consistency Certification:

> *The Commission hereby conditionally concurs with ExxonMobil's Consistency Certification CC-0203-13 on the grounds that, if modified in accordance with the following conditions, the project described therein would be consistent with the enforceable policies of the CCMP.*

II. APPLICANT'S CONSISTENCY CERTIFICATION

ExxonMobil has certified that the proposed activity complies with the California Coastal Management Program and will be conducted in a manner consistent with such program.

III. STANDARD CONDITIONS

The coastal development permit (9-13-0686) is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment**. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.

4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

IV. SPECIAL CONDITIONS

The coastal development permit and consistency certification are subject to the following special conditions:

1. **Other Permits and Approvals:** PRIOR TO THE START OF CONSTRUCTION, the applicant shall provide to the Executive Director copies of all other local, state, and federal permits required to perform project-related work. These permits and approvals include:
   a. Regional Water Quality Control Board – Central Coast Region: final approved 401 water quality certification.
   b. California State Parks: Temporary Use Permit, to be issued.
   c. Santa Barbara County Air Pollution Control District: "Authority to Construct" permit.
   d. U.S. Army Corps of Engineers: Authorization under Nationwide Permits #3 and #12, pursuant to Rivers and Harbors Act Section 10 and Clean Water Act Section 404.

e. U.S. Environmental Protection Agency: approval for clearing J-tubes on offshore platforms.

2. **Marine Wildlife Monitoring and Contingency Plan (MWMCP**). AT LEAST 60 DAYS PRIOR TO THE START OF CABLE RETRIEVAL/INSTALLATION ACIVITIES, ExxonMobil shall prepare a MWMCP for review and approval by the Executive Director. ExxonMobil shall implement the MWMCP during cable retrieval and installation operations. The MWMCP shall include the following elements, and shall be implemented consistent with vessel and worker safety:

- Prior to the start of offshore activities ExxonMobil shall provide awareness training to all Project-related personnel and vessel crew, including viewing of an applicable wildlife and fisheries training video, on the most common types of marine wildlife likely to be encountered in the Project area and the types of activities that have the most potential for affecting the animals.
- A minimum of two National Marine Fisheries Service (NMFS)-qualified marine mammal observers shall be located on the cable installation vessel (CIV) to conduct observations, with two observers on duty during all cable installation activities. The MWMCP shall identify any scenarios that require an additional observer on the CIV or other Project vessel and, in these cases, make recommendations as to where they should be placed to ensure complete coverage of the surrounding marine environment.
- Shipboard observers shall submit a daily sighting report to the Executive Director no later than noon the following day that shall be of sufficient detail to determine whether observable effects to marine mammals are occurring.
- The observers shall have the appropriate safety and monitoring equipment adequate to conduct their activities (including night-vision equipment).
- The observers shall have the authority to stop any activity that could result in harm to a marine mammal or sea turtle. For monitoring purposes, the observers shall establish a 1,640 foot (500 meter) radius avoidance zone around the CIV and other Project vessels (if required by the MWMCP) for the protection of large marine mammals (i.e., whales) and a 500-foot (152-meter) radius avoidance zone around the CIV and other Project vessels (if required by the MWMCP) for the protection of smaller marine mammals (i.e., dolphins, sea lions, seals, etc.) or sea turtles.
- ExxonMobil shall immediately contact the Santa Barbara Marine Mammal Center (SBMMC) for assistance should a marine mammal be observed to be in distress. In the event that a whale becomes entangled in any cables or lines, the observer shall notify NMFS and the SBMMC, so appropriate response measures can be implemented. Similarly, if any take involving harassment or harm to a marine mammal occurs, the observer shall immediately notify the Executive Director, NMFS and any other required regulatory agency.
- While cable is being deployed, cable-laying vessel speeds shall be limited to less than 2 nautical miles per hour (knots), with the speed of Project support vessels while assisting cable-laying vessel moderated to 3 to 5 knots to minimize the likelihood of collisions with marine mammals and sea turtles.

- Propeller noise and other noises associated with cable laying activities shall be reduced or minimized to the extent feasible.
- The captain of the CIV and ExxonMobil Project management shall be responsible for ensuring that the MWMCP is implemented.
- A final report summarizing the results of monitoring activities shall be submitted to the Executive Director and other appropriate agencies no more than 90 days following completion of cable installation and retrieval activities.

3. **Offshore Vessel Lighting.** ExxonMobil shall incorporate the following measures in all marine project activities:
   - Work-area lighting shall be of minimum intensity, consistent with the American Bureau of Shipping vessel class requirements and as required by U.S. Coast Guard operational regulations, and shall be directed inboard and downward to reduce the potential for seabirds to be attracted to the work area.
   - When feasible, all vessel cabin windows shall be equipped with shades, blinds, or shields that block internal light during nighttime operations.
   - If an injured bird is discovered on a vessel, the bird shall be transported as soon as practical on a returning crew or supply vessel to an approved wildlife care facility.
   - The onboard marine mammal monitors shall routinely inspect lighted vessels for birds that may have been attracted to the lighted vessels.
   - Project vessels and personnel shall make every effort to maintain a distance of 300 feet from aggregations of feeding or resting marine birds.
   - Attraction of predatory and scavenging birds that could prey upon small seabirds attracted to lights (e.g., murrelets, storm-petrels) shall be minimized by carefully containing and removing garbage and food waste on the vessel.
   - A log of all birds found onboard vessels will be maintained with the status and health of birds on retrieval and release. The log will be provided to the Executive Director when the project has been completed.

4. **Abalone Avoidance**. Divers shall inspect the waters adjacent to the conduit terminus for abalone within 30 days of installation of any equipment/cable. If abalone is detected near the conduit terminus during the pre-construction marine biological survey or the diver inspection, ExxonMobil shall notify the Executive Director immediately and shall not begin Project operations until the following has occurred:
   - If white or black abalone is detected, ExxonMobil shall: (1) consult with the California Department of Fish and Wildlife (CDFW) and applicable Federal wildlife agencies; (2) obtain all necessary wildlife and other agency authorizations; and (3) submit evidence of these authorizations to the Executive Director.
   - If a non-listed abalone species is detected, ExxonMobil shall move all anchor(s) at least 50 feet (15 meters) away to avoid any direct impacts on abalone.

5. **Pre-Construction Marine Biological Survey.** NO MORE THAN 90 DAYS PRIOR TO COMMENCEMENT OF OFFSHORE ACTIVITIES, ExxonMobil shall conduct a Pre-Construction Marine Biological Survey of the areas adjacent to the offshore cable conduit and within the cable corridors as follows:

- At least 2 weeks before commencement of the pre-construction survey ExxonMobil shall submit to the Executive Director a survey scope and methodology for the survey for review and approval.
- The survey scope and methodology shall:
    - Identify survey goals, which shall include but not necessarily be limited to surveys of hard bottom habitat areas, areas where eelgrass and kelp are present and locations of pipelines.
    - Include an expanded survey area around the proposed anchor locations where eelgrass was previously found (1A, 2A, 2B, 1C and 1D) to evaluate potential alternate anchor locations that would minimize impacts to eelgrass.
    - Be consistent with the survey protocols contained in the Southern California Eelgrass Policy
    - Identify the personnel and types of equipment to be used in the survey, such as remotely operated vehicle (ROV), sidescan sonar, diver surveys, etc.
    - Identify how survey data will be provided to the agencies, such as maps (including scale and resolution), video, etc.

6. **Post-Project Survey.** NO MORE THAN 30 DAYS FOLLOWING COMPLETION OF CABLE INSTALLATION AND RETRIEVAL ACTIVITIES, ExxonMobil shall perform a post-installation remotely operated vehicle (ROV) survey along the length of the completed cable installation in State waters, which shall include the following:
    - The survey shall include the entirety of the area affected by the Project, including all anchor locations, in State waters to confirm seafloor cleanup and site restoration.
    - The survey shall document the length of cable in areas of rocky substrate and the actual amount of rocky substrate and number of organisms affected by the cable placement.
    - The survey shall document the total area of eelgrass impacted by the project.
    - An Executive Director-approved marine biologist shall be onboard the lay vessel during the ROV survey to observe and record the effects of cable lay operations on the seafloor substrates and the biota along the entire cable route, or if unable to be present during lay operations, shall review ROV collected data of the area during installation and retrieval activities, and prepare a report based on the data. Records of the effects of cable lay operations on the seafloor substrates and the biota along the route captured by other means (divers or drop camera) shall also be reviewed and included in the report.
    - In nearshore areas inaccessible by ROV, the post-installation marine biological survey shall be conducted by divers to identify any impacts to the nearshore area that could have resulted from construction activity.

7. **Post-Project Technical Report**. NO MORE THAN 60 DAYS FOLLOWING COMPLETION OF THE POST-PROJECT SURVEY, ExxonMobil shall prepare and submit a post-Project technical report with videos of both the installation and post-construction remotely operated vehicle (ROV) surveys to the Executive Director for review and approval. The report shall include at least the following information:
    - A map of the survey route noting the location of all impacted areas and the video timestamp of each relevant site in the ROV survey video;

- Quantification (in square meters) of seafloor impacts and estimated numbers and species of organisms affected;
- If the post-installation survey documents impacts to rocky habitat that are significantly larger than the anticipated impacts described in the project application, ExxonMobil shall prepare, for Executive Director review and approval, a restoration proposal that is based on the results of the survey and requires mitigation that is proportional to the actual amount of rocky habitat that was adversely affected. The proposal shall contain direct restoration actions that repair or restore affected areas and/or a contribution commensurate with impacts to an ongoing restoration program in the area (e.g., SeaDoc Society Lost Fishing Gear Recovery Project). ExxonMobil shall implement the restoration proposal within 60 days of approval by the Executive Director.
- If the post-installation survey documents impacts to eelgrass, ExxonMobil shall prepare, for Executive Director review and approval, an eelgrass restoration strategy that adheres to the Southern California Eelgrass Mitigation Policy and includes a requirement to use only native eelgrass (e.g., Zostera marina) for restoration purposes, where appropriate. ExxonMobil shall implement the eelgrass restoration strategy within 60 days of approval by the Executive Director.
- If the Executive Director determines that 10 square meters or more of eelgrass area was damaged, ExxonMobil shall submit an application for a permit amendment to determine mitigation requirements, and shall carry out the approved mitigation plan.
- A schedule for implementing and completing the required restoration.

8. **Anchoring Plan**. AT LEAST 30 DAYS PRIOR TO THE COMMENCEMENT OF OFFSHORE ACTIVITIES, ExxonMobil shall prepare and submit an Anchoring Plan to the Executive Director for review and approval that describes how, based on the results of the Pre-Construction Marine Biological Survey (Special Condition 4), ExxonMobil will avoid placing anchors on sensitive ocean floor habitats and pipelines. The Plan shall include at least the following information:
   - A list of all vessels that will anchor during the Project and the number and size of anchors to be set;
   - Detailed maps showing proposed anchoring sites that are located at least 40 feet (12 meters) from rocky habitat identified during the Pre-Construction Marine Biological Survey;
   - A description of the navigation equipment that would be used to ensure anchors are accurately set; and
   - Anchor handling procedures that would be followed to prevent or minimize anchor dragging, such as placing and removing all anchors vertically.

9. **Oil Spill Response Plan (OSRP).** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, ExxonMobil shall submit a Project-specific OSRP to the Executive Director for review and approval. The OSRP shall clearly identify responsibilities of onshore and offshore contractors and ExxonMobil personnel and shall list and identify the location of oil spill response equipment (including booms), appropriate protocols and response times for deployment. Petroleum-fueled equipment on the main deck of all vessels shall have drip pans or other means of collecting dripped petroleum,

which shall be collected and treated with onboard equipment. Response drills shall be in accordance with Federal and State requirements. Contracts with off-site spill response companies shall be in-place and shall provide additional containment and clean-up resources as needed.

10. **Critical Operations and Curtailment Plan (COCP).** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, ExxonMobil shall submit a Final COCP to the Executive Director for approval. The COCP shall define the limiting conditions of sea state, wind, or any other weather conditions that exceed the safe operation of offshore vessels, equipment, or divers in the water; that hinder potential spill cleanup; or in any way pose a threat to personnel or the safety of the environment. The COCP shall provide for a minimum ongoing 5-day advance favorable weather forecast during offshore operations. The plan shall also identify the onsite person with authority to determine critical conditions and suspend work operations when needed.

11. **Cable Release Prevention Plan.** PRIOR TO THE START OF CABLE RETRIEVAL ACTIVITIES, ExxonMobil shall submit to the Executive Director evidence that the State Lands Commission and the Bureau of Safety and Environmental Enforcement have reviewed and approved the Cable Release Prevention Plan.

12. **Tunnel Safety and Execution Plans**. PRIOR TO THE START OF ANY ACTIVITIES IN THE TUNNEL OR CONDUIT, ExxonMobil shall submit evidence to the Executive Director that ExxonMobil provided the Santa Barbara County System Safety Reliability Review Committee the opportunity to review the Safety Plan for Tunnel Cable Installation and Removal Operations and the Execution Plan and that ExxonMobil has adequately responded to any Committee comments. Also, ExxonMobil shall submit evidence to the Executive Director that the State Lands Commission has approved the Execution Plan.

13. **Operational Oil Spill Safety:** Work in the tunnel and conduit shall occur only with the pipelines shut in and the power cables de-energized unless the applicant provides for Executive Director review and approval evidence showing that the work can be performed without increasing oil spill or public safety risks with the pipelines and cables in operation.

14. **Changes to Nautical Charts:** WITHIN 30 DAYS OF COMPLETING INWATER CONSTRUCTION, ExxonMobil shall provide written verification to the Executive Director that ExxonMobil has submitted project-related information to the National Oceanic and Atmospheric Administration (NOAA) to be included on area nautical charts. Information submitted shall include as-built drawings, blueprints, or other engineering documents which depict the completed development; geographic coordinates of the location, using a Differential Geographic Positioning System (DGPS) unit or comparable navigational equipment; and ExxonMobil's point of contact and telephone number.

15. **Archaeological Sites:** All in-water work shall occur outside of a 300-foot buffer around known cultural resource sites unless otherwise approved by the Executive Director. In

addition, if any unknown sites are detected during project operations, work that may affect those sites shall not occur unless approved by the Executive Director.

V. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION

ExxonMobil proposes to replace two of the three power cables that provide power to the Santa Ynez Unit (SYU) offshore oil platforms from the Las Flores Canyon Processing Facility (LFCPF) in Santa Barbara County (see Exhibit 3). The portion of the existing cables within state waters will be removed as part of the project, and the portion within federal waters will be left in place until all facilities are removed at the end of SYU production. In addition, the applicant proposes to install a new cable between two of the platforms and upgrade communications equipment. The project, called the SYU Offshore Power System Reliability-B Phase 2 Project (OPSR-B or Project), will maintain and enhance the reliability of the electrical power system that supports oil and gas production at the offshore platforms by replacing two cables nearing the end of their useful lives. The first phase of the project, which is not part of the project proposed here, included preparatory work at the platforms in federal waters. As the federal lead agency under NEPA for this work, the Bureau of Safety and Environmental Enforcement (BSEE): (1) prepared an Environmental Assessment (EA), which concluded that no significant impacts are anticipated as a result of Phase 1 activities; and (2) issued, on April 18, 2013, a Finding of No Significant Impact (FONSI) for the Phase 1 Project.

The SYU operations consist of 16 Outer Continental Shelf (OCS) leases located in the Santa Barbara Channel, offshore of El Capitan State Beach, and include three offshore platforms – Platform Heritage, located about 8 miles from shore; Platform Harmony, about 6 miles from shore; and Platform Hondo, located about 5 miles from shore (see Exhibits 1 and 2). The SYU is connected to the Las Flores Canyon facility, located several miles inland, and about fifty miles of oil and gas pipelines and fifty miles of power cables running between the onshore facility and the platforms and between the platforms. These facilities currently produce about 30,000 barrels of oil per day and about 50 million cubic feet of gas per day. The proposed project would not change production levels from the facilities.

Pipelines and power cables run underground from the Las Flores Canyon facility to a tunnel and conduit that runs beneath Highway 101, a railroad, a bikepath, and El Capitan State Beach. The tunnel and conduit are about 1700 feet long and contain three 6-inch diameter power cables (Cables A, B, and C) and three pipelines (20-inch emulsion, 12-inch gas, and 12-inch water) (see Exhibit 4). The tunnel and conduit starts about 800 feet north of the shoreline and extends offshore about 800 feet at a water depth of about 25 feet of water. From there, the pipelines and cables follow a corridor approximately 250’ wide to a point about three miles offshore. At that point, the pipelines and cables diverge and run to the three offshore platforms. Water depth at the deepest point along the cable route is approximately 1350 feet.

In April 2003, the Commission approved a project to replace Cable C, which had failed in 1999. CDP E-01-032 and CC-18-03 authorized replacement of Cable C with Cable C-1, removal of a portion of Cable C, installation of a new platform-to-platform power cable and installation of new electrical and communications equipment on all three platforms. The proposed project is

similar to the project approved in 2003 and includes the replacement of the C-1 cable installed under that approval.

Regulatory History: Exxon Corporation originally obtained the leases in 1968. Portions of the SYU development and facilities were originally permitted by the U.S. Geological Survey in 1974. In 1976, the predecessor Commission approved coastal development permit No. 216-75 for developing onshore facilities and temporary use of a marine terminal. In 1983, the Commission concurred with Exxon's consistency certifications for the portion of the project in federal waters (CC-7-83), and in 1985 for the onshore and nearshore portions of the project (CC-7-83R). In 1988, the Commission issued coastal development permit E-88-1 and concurred with consistency certification CC-64-87 for additional onshore and nearshore facilities, including the pipelines and power cables running from shore to the offshore platforms. These authorizations included the following requirement that Exxon provide a restoration plan prior to abandonment of those facilities:

> *Condition #3: Prior to termination of the operation of any of these facilities authorized by this permit, Exxon shall apply for a coastal permit for the abandonment of the subject facilities. A permit application for facility abandonment shall include plans for site restoration.*

The power cables that are the subject of the currently proposed project are included in the facilities authorized by CDP E-88-1 and CC-64-87 under which Exxon (now ExxonMobil) agreed to submit a site restoration plan as part of a permit application in advance of abandonment. The current proposed project is meant to respond in part to the requirements of Condition #3 above. The applicant is complying with this requirement by removing that portion of the failed cable that lies within state waters, as well as a portion within federal waters, and has agreed to remove the remainder of the cable within federal waters at the end of production at SYU, subject to Commission approval.

Project jurisdiction: The onshore portion of the project is within the LCP jurisdiction of Santa Barbara County, and includes the Las Flores Canyon processing facility, and the shoreward part of the tunnel. Project-related work in this area includes staging equipment, removing a portion of the failed cable, and installing a new cable. On October 6, 2014, the County's Zoning Administrator conditionally approved Coastal Development Permit 14CDH-00000-00035 authorizing this work. The County issued a Notice of Final Action on October 17, 2014 that is appealable to the Coastal Commission. The appeal period runs from October 20, 2014 to October 31, 2014. The portions of the project in coastal waters are within the Commission's retained coastal development permit jurisdiction or in federal waters subject to the Commission's review of federal consistency.

Project Design and Construction:

OPSR-B includes six main components, described in further detail in Appendix B:

1. Pre-project Preparation Activities
2. Retrieval of out of service cables

3. Cable Installation
4. Cable Contingency Measures (if necessary)
5. Testing and Energization of Cables
6. Post-installation marine biological surveys

The project is expected to take 8-12 months to complete. Several types of construction equipment and marine vessels, listed on Table 1, will be required to complete the work. Generally, excavation and trenching work onshore and pre-installation activities on the platforms will occur during daytime shifts (12-14 hours/day). Cable retrieval and installation will be conducted on a 24-hour basis.

B. OTHER AGENCY APPROVALS

California State Lands Commission
The California State Lands Commission (CSLC) is the lead agency under the California Environmental Quality Act (CEQA) for the proposed project. Replacement of the power cable on the seafloor located beneath state waters requires authorization from the CSLC. On August 15, 2014, the CSLC adopted and certified a final Mitigated Negative Declaration (MND) for the project.

County of Santa Barbara
The County of Santa Barbara has coastal development permit (CDP) jurisdiction for the onshore portions of the project site. On October 6, 2014, the County conditionally approved Coastal Development Permit No. 14CDH-00000-00035 (see Exhibit 5 for the County's Conditions of Approval). The County issued a Notice of Final Action on October 17, 2014 that is appealable to the Coastal Commission. The appeal period runs from October 20, 2014 to October 31, 2014.

California State Parks
The onshore and nearshore portions of the project will require a Temporary Use Permit from the California State Parks Department.

Regional Water Quality Control Board – Central Coast Region (RWQCB)
The RWQCB regulates waste discharges into receiving waters in the project area. On August 19, 2014, the Applicant submitted an application for a Section 401 water quality certification. The project will be subject to issuance of a final water quality certification from the RWQCB.

Santa Barbara County Air Pollution Control District (APCD)
The APCD is the local air district responsible for implementing federal and State air quality standards in the project area. The Applicant is required to obtain an "Authority to Construct" permit from APCD for removing the 5-mile long portion of the failed cable.

U.S. Army Corps of Engineers (Corps)
The Corps has regulatory authority over the proposed project under Section 10 of the Rivers and Harbors Act of 1899 (*33 U.S.C. 1344*) and Section 404 of the Clean Water Act (CWA) (*33 U.S.C. 1344*). The Applicant requested federal authorization from the Corps on August 19,

2014. The Corps is processing the request under Nationwide Permit #3 (Maintenance Activities) in state waters, and Nationwide Permit #12 (Utility Line Activities) in federal OCS waters.

The Bureau of Ocean Energy Management (BOEM)/The Bureau of Safety and Environmental Enforcement (BSEE)

BOEM served as the lead agency in reviewing the proposed project for compliance with requirements of the National Environmental Policy Act (NEPA) and prepared an Environmental Assessment (EA). On September 4, 2014, BOEM issued a Finding of No Significant Impact and determined that the proposed project as amended was consistent with BOEM regulations. BOEM also determined that the project would require a revision to ExxonMobil's existing SYU Development and Production Plan (DPP).

C. MARINE RESOURCES AND WATER QUALITY

Section 30230 of the Coastal Act states:

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30231 of the Coastal Act states:

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

The project site provides habitat for a wide variety of species, including a number of special status species and those important to commercial and recreational fishing interests. Work on the project will occur in nearshore and shallow water habitats off El Capitan State Beach to deep water habitats up to 1350 feet deep and several miles offshore in OCS waters. The offshore portion of the project is known for its biological diversity and contains several valuable marine habitats including rocky intertidal, rocky subtidal, kelp forest and eelgrass beds, and supports several special-status species (see Exhibit 6). Although not located within a State or federal Marine Protected Area, the project site is close to the Channel Island National Marine Sanctuary, Naples State Marine Conservation Area (SMCA), Campus Point SMCA and Kashtayit SMCA (see Exhibit 7). The Santa Barbara Channel is also designated as Essential Fish Habitat (EFH) and serves as an important commercial fishery for a variety of fish and invertebrate species.

Endangered, Threatened, and Sensitive Marine Species

Marine mammals: Numerous studies have identified at least twenty-nine species of marine mammals that live in or migrate through Southern California waters. The project area serves as habitat for a variety of these marine mammals. The most common include several whale species – the California gray whale (*Eschrichtius robustus*), the blue whale (*Balaenoptera musculus*), humpback whale (*Megaptera novaeangliae*), sperm whale (*Physeter macroephalus*), and Minke whales (*Balaenoptera acutorostrata*); toothed whales – common dolphins (*Delphinus capensis* and *D. delphis*), Dall's porpoise (*Phocoenoides dalli*), Pacific white-sided dolphin (*Lagenorhynchus obliquidens*), bottlenose dolphin (*Tursiops truncate*), and others; two pinneped species – California sea lions (*Zalophus californianus*) and harbor seals (*Phoca vitulina*); and Southern sea otters (*Enhydra lutris nereis*). In addition to the protection provided these species under the Coastal Act, all marine mammals are protected under the federal Marine Mammal Protection Act (MMPA), which prohibits the intentional taking[1] of any marine mammal without a permit, and several of the marine mammal species found in the project area are protected under the federal Endangered Species Act (ESA), including the humpback whale, blue whale, and sperm whale, which are listed as endangered.

Potential project-related impacts to marine mammals include disturbance due to construction-related noise, entanglement or collision with vessels during cable laying or removal, and entanglement from suspended sections of cable after cable-laying is completed, as follows:

- Noise: Noise-related impacts would result from activities of the four or five vessels involved in the project over an approximately eight week period. The change from existing conditions should be minor, as supply and crew vessels regularly transit the area and most marine mammals have habituated to vessels and would likely alter their course or change their swimming speed in response to noise or proximity of vessels.

- Cable-laying and removal: The cable-laying and removal activities increase the potential for marine mammals to either collide with a project-related vessel or interact with the cables being placed or removed.

- Post-construction entanglement: Whales that feed or move on or near the seafloor could be entangled in sections of cable suspended above the seafloor.

To comply with Coastal Act, MMPA and ESA requirements, ExxonMobil has incorporated several mitigation measures into the project to further reduce the low potential for adverse impacts to marine mammals, including:

- Using vessels that are relatively slow-moving and represent little increased risk of collision with marine mammals.

[1] The definition of "take" under the Act includes intentional or unintentional harassment, any act that could cause injury or death, and any action that changes the behavior of the animal.

- Routing the cables through soft bottom habitat and avoiding areas of hard bottom habitat to avoid creating areas where the cables could be suspended above the seafloor due to abrupt elevation changes.
- Implementing a marine mammal protection plan to be approved by several agencies. The plan will include a number of mitigation measures, including having at least two NMFS-approved monitors available during cable laying activities, establishing marine mammal protection zones near the work areas, requiring regular reports of marine mammal sightings and any project-related incidents, and training project personnel on techniques to avoid harming or harassing marine mammals.

ExxonMobil implemented these mitigation measures during the replacement of Cable C1 in 2003. Marine mammal observers reported several marine wildlife sightings during project activities, but did not observe any significant changes in behavior or other noise or disturbance-related impacts. In general, whales stayed at least 1nm (<2 km) away from the project vessels and other marine mammals (i.e., sea lions) did not appear affected by project activities.

To further ensure marine mammals are protected in conformity to Coastal Act policies, **Special Condition 2** requires that at least 60 days prior to any in-water construction ExxonMobil shallsubmit a Marine Wildlife Monitoring and Contingency Plan (MWMCP) for the Executive Director's review and approval. The MWMCP must include provisions for marine wildlife training for project personnel, reduced vessel speed during cable-laying activities and minimization of propeller noise. In addition, the MWMCP must also describe a marine wildlife monitoring program that includes two NMFS-approved marine mammal observers responsible for monitoring a 500-1640 foot radius around the Project vessels. The observers will send daily sightings reports to the Executive Director and other agencies and will have the authority to stop any activity that could result in harm to a marine mammal or sea turtle.

Marine Birds: Several species of seabirds use the marine pathway along the Pacific Flyway to migrate between nesting and wintering areas. The specific location of this pathway varies by season and species but could bring migrating seabirds in close proximity to the Project. Generally, bird species, including some special status species, that could be present in the Project area include the California gull (*Larus californicus*), western gull (*L. occidentalis*), western grebe (*Aechmophorus occidentalis*), Cassin's auklet (*Ptychoramphus aleuticus*), and surf scoter (*Melanitta perspicillata*), Sooty shearwaters (*Puffinus griseus*), Short-tailed shearwaters (*Puffinus tenuirostris*), western gulls, pigeon guillemots (*Cepphus columba*), Ashy Storm-Petrel (*Oceanodronia homochroa*), Black Storm-Petrel (*Oceanodroma inelania*), Double-crested Cormorant (*Phatacrocorax auritus*), California brown pelicans (*Pelecanus occidentalis*) and Scripps's Murelet (*Synthliboramphus scrippsi*).

The most potentially significant impact to marine birds from the project relates to lighting at night. According to the project MND, prepared and approved by the SLC, several scientific studies suggest that artificial lighting can result in disorientation, collisions with structures and interruption of natural behaviors. The project EA, prepared and approved by BOEM, states that:

> *The species that are potentially the most vulnerable to attraction to artificial lighting in marine environnents are nocturnal species whose populations are small and fragmented (Montevecchi, 2006). Three special status species off*

> *southern California that may be especially vulnerable are the Scripps's and Guadalupe Murrelets and Ashy Storm-Petrel; all of which have been attracted to artificial light sources along the coast and offshore of southern California and Mexico (Carter et al., 2000 and JehI and Bond, 1975), Fledgling storm-petrels, shearwaters and some alcids are more attracted to artificial lights than are adults and are particularly vulnerable during the fall when they are dispersing away from their natal areas.*

Currently, all offshore oil and gas platforms are lit at night in compliance with U.S. Coast Guard (USCG) navigational hazard requirements. Although very little data has been collected on the effects of Southern California platform lighting on marine birds, recent studies have not observed light attraction or other adverse effects associated with lighting on the offshore platforms.[2]

During project activities, nighttime lighting for vessels will be required by the USCG while the vessels transit along the cable route or while transiting between the port and the site. To minimize the potential for impacts to marine birds and other wildlife from night lighting, **Special Condition 3** requires ExxonMobil to use minimum intensity lighting in accordance with American Bureau of Shipping and USCG regulations. In addition, lights must be directed inboard and downward and all windows and doors equipped with shades or other light-blocking equipment to the extent feasible to reduce the potential for bird attraction. Any injured birds discovered on a vessel will be noted in a log and transported to a wildlife care facility. Further, project vessels and personnel must remain 300 feet away from aggregations of feeding or resting birds when feasible, and garbage must be contained and removed from all vessels to minimize scavenging.

White abalone (*Haliotis sorenseni*): During a pre-construction biological survey in August 2001, conducted prior to the 2003 project to replace power cable C1, ExxonMobil found what was believed to be a white abalone on armor rock about 50 feet from the end of the nearshore cable conduit in about 20 feet of water depth. The white abalone is a federally-listed endangered species with a historic range from approximately Point Conception in the north to Baja California in the south. The white abalone is generally found in much deeper waters (80 to 200 feet); however, this individual was found in about 20 feet of water about 50 feet from where excavation work associated with the 2003 cable replacement project was proposed to allow cable removal and placement through the conduit terminus. The excavation work would result in turbidity, which would be short-term but could adversely affect the abalone. Additionally, cable removal and placement, along with vessel anchoring in the vicinity, could result in abalone being crushed or being disturbed by any increased turbidity. Similar excavation work in the same location is proposed as part of the proposed project.

In April 2002, ExxonMobil performed an expanded survey to determine if there were other abalone in the area that could be adversely affected by the proposed work. The survey found 21 additional abalone in the area, one of which was thought to be a white abalone about 600 feet from the excavation area. The survey also found the shell of the white abalone identified in the

[2] Storrer, John. Results of Nighttime Avian Surveys on Platform Irene, Santa Barbara County, California. Report to Nancy Minick, Santa Barbara County, May 21, 2007 and December 31, 2008.

August 2001 survey. The surveyors also observed a sea otter near the site and it is possible that the sea otter consumed the abalone during the period between the two surveys. To prepare for the proposed project, ExxonMobil conducted a similar survey in 2011 to locate and identify any abalone species in the Project area. This time, however, no abalone was observed in the project area.

To ensure the project does not adversely affect white abalone, **Special Condition 4** requires ExxonMobil to conduct a diver survey in the waters adjacent to the conduit terminus to search for abalone within 30 days prior to installation of any equipment/cable. If white or black abalone are observed, ExxonMobil is required to consult with the California Department of Fish and Wildlife (CDFW) and the appropriate Federal wildlife agencies to determine how to protect or appropriately relocate the abalone. Once these and any other agencies (including SLC) has provided their authorization to proceed, and these authorizations have been provided to the Executive Director, ExxonMobil may continue with project operations according to the agreed-upon protocols. If any non-listed species of abalone are observed near the conduit terminus, **Special Condition 4** requires ExxonMobil to move anchors at least 50 feet away. To further avoid impacts to abalone, ExxonMobil will position all vessel anchors during project construction at least 40 feet from rocky habitat, and anchors will be lowered and retrieved vertically to avoid dragging them across rocky habitat areas.

Hard Bottom Habitat

The project will disturb areas of the seafloor and has the potential to disturb sensitive hard bottom habitat areas as well as eelgrass habitat. The project area includes both soft and hard bottom substrates (see Exhibit 8). Hard bottom habitat is considered higher value habitat for several reasons: (1) it is not as common as soft bottom habitat; (2) it supports a diverse assemblage of epifaunal (organisms that live on the substrate) invertebrates; and (3) it serves as a nursery, food source, and shelter for numerous species of fish. It is also more sensitive to disturbance than soft bottom areas, and does not recover as quickly from mechanical disturbance or increased sediment loads. Soft bottom habitat also supports a wide variety of epifaunal and infaunal (organisms that live in the substrate) species; however, these species are generally more tolerant of environmental changes and recover quickly in areas of disturbed soft bottom habitat. Even so, many infaunal species have limited mobility and individuals are not likely to evade disturbance to the area.

The proposed project has the potential to impact hard bottom habitat both directly and indirectly. Direct impacts could occur if anchor lines, cables or concrete mats are placed directly onto hard bottom habitats. The anchors or cables could crush or damage existing organisms including epifauna and algae. The anchors are a temporary feature of the project and will be removed as soon as the vessel has completed its work. The cables and concrete mats, however, are a long-term project feature, and if placed on hard bottom habitat, would displace existing organisms for the life of the project. Indirect impacts could occur if anchoring and cable removal or installation activities result in significant suspension of bottom sediments that settle onto hard bottom areas, effectively burying the habitat. This could be particularly problematic near the conduit terminus where a significant amount of sediment will be excavated to expose the conduit.

To minimize the impacts discussed above, the project has been designed to avoid impacts to hard bottom substrates to the maximum extent feasible. As part of project design, ExxonMobil surveyed the existing and proposed cable routes to identify areas of soft and hard bottom (see Exhibit 8). The route selected avoids most hard bottom areas by at least 50 feet, but will cross one area of hard bottom habitat that is unavoidable. This area is a linear rock feature about 1600 feet long that lies perpendicular to the cable route between four and five miles from shore in about 340-450 feet of water. At the point of the cable crossing, the rock is about 25 feet wide, so the total contact area of each 7-inch diameter cable would be about 15 square feet, for a total contact area of approximately 30 square feet. An ROV survey performed in 2002 to characterize the cable corridor of the failed Cable C1 showed that the rock in the area of the failed cable did not appear to be crushed or scoured and the failed cable had apparently not moved since it was originally placed. These findings are consistent with the results of post-installation surveys on several fiber optic cable projects that also indicate that once installed, the cables generally remain in place (see staff report for MBARI fiber optic cable project, E-05-007-A1 and CC-76-05). Thus, cable-related impacts are expected to be limited to the total contact area, and are not likely to significantly damage the rock underneath. Because the amount of surface area that would be affected is small, especially with respect to the larger rocky habitat in the immediate vicinity, the effects to marine biology of placing the new cable across this rock feature should be minimal.

Indirect impacts from sediment disturbance and resuspension associated with cable retrieval and installation should also be insignificant. According to the Project MND:

> *Turbidity effects are expected to be local and relatively short-term due to the sandy sediment that is present within this area (de Wit 2001 and 2002; and Padre Associates Inc. 2011a) and its anticipated rapid settlement. The effects are expected to be similar to, but less than, those turbidity effects generated by storm waves.*

The project also includes a number of mitigation measures to avoid or minimize direct and indirect impacts to hard bottom habitat, including:

- Use of a dynamic-positioning vessel to minimize the need for anchoring.
- Surveys to identify areas of hard bottom habitat to avoid during anchoring, and the use of anchoring techniques, such as lowering and raising anchors vertically, that limit impacts to the seafloor.
- Use of ROVs to monitor cable installation activities, including concrete mat placement, so that the route or mat placement location may be altered to avoid hard bottom habitat areas if necessary.
- Sand from excavation activities near the conduit terminus will be cast downslope into the adjacent sand channel.
- Permitting agencies will be provided, under safe conditions, access to the site during all Project-related activities.

Although not expected, it is possible that actual impacts to hard bottom habitat will be greater than the anticipated minor impacts described above. To ensure that the actual impacts are insignificant, **Special Conditions 5 and 6** require ExxonMobil to conduct pre and post-

construction marine biological surveys to quantify impacts to hard bottom substrate. **Special Condition 7** further requires ExxonMobil to submit a post-project technical report to the Executive Director for review and approval that documents actual impacts to hard bottom habitat and includes a requirement to submit a restoration proposal to mitigate actual impacts to hard bottom habitat if the impacts are significantly more than the impacts described above. Finally, **Special Condition 8** requires ExxonMobil to submit for Executive Director review and approval an anchoring plan demonstrating that hard bottom substrate areas are avoided and listing equipment and procedures to be used to ensure anchors are accurately placed.

Eelgrass

The nearshore area near the conduit entrance includes eelgrass (*Zostera marina*), which is considered important habitat for a number of marine organisms (see Exhibit 6). The project could adversely affect eelgrass due to turbidity impacts, vessel anchoring, and placement of cables and concrete mats. Although the project is designed to avoid eelgrass habitat to the maximum extent feasible, it may not be feasible to avoid these areas completely. The most recent biological surveys, conducted in 2011, show that impacts from anchoring and cable installation could extend to up to 33 square feet of eelgrass beds (see Exhibit 9). However, the specific boundaries and density of eelgrass stands vary significantly over time, and thus the actual impacts cannot be determined until after the project is completed.

To minimize impacts to eelgrass, **Special Condition 5** requires ExxonMobil to conduct a pre-construction marine survey no more than 90 days prior to the commencement of construction activities to identify sensitive habitats, including eelgrass habitat. Based on the results of the pre-construction survey, ExxonMobil will make any feasible adjustments to anchor locations, cable routes or concrete mat placement locations to minimize impacts to eelgrass. **Special Condition 6** requires ExxonMobil to conduct a post-construction marine biological survey to characterize and quantify any impacts to eelgrass and other sensitive habitats that could not be avoided. Further, as required in **Special Condition 7,** ExxonMobil will submit a post-project technical report that describes the extent of any project-related impacts to eelgrass and other habitats and proposes any restoration as necessary. If impacts to eelgrass do occur, ExxonMobil is required to adhere to mitigation measures prescribed in the Southern California Eelgrass Mitigation Policy, which will result in appropriate restoration. This policy establishes survey protocols, mitigation ratios, planting techniques, monitoring requirements, and other measures for acceptable eelgrass mitigation work. If eelgrass impacts cover less than 10 square meters (which is the lowest threshold in the Policy), **Special Condition 7** requires ExxonMobil to use those protocols to develop a mitigation plan subject to Executive Director review and approval. If the project's impacts to eelgrass cover greater than 10 square meters, **Special Condition 7** requires ExxonMobil to submit an application for a permit amendment to determine what mitigation is necessary.

Essential Fish Habitat

Most of the project is within areas considered Essential Fish Habitat (EFH) pursuant to the federal Magnuson Fishery Conservation and Management Act and the Sustainable Fisheries Act. Nearshore portions of the project serve as habitat for at least 17 fish species managed by the Pacific Fishery Management Council, and the offshore areas of the project include habitat for several dozen additional fish species. In addition, NOAA has identified four Habitats of

Particular Concern (HAPCs) within the Southern California area, all of which are located within the project area - estuaries, rocky reefs, seagrass beds, and kelp beds.

In the Project EA, BOEM concluded that activities associated with the proposed project would be temporary and would have minimal adverse effects on EFH. NMFS reviewed the proposed project and concurred with BOEM's finding on EFH. Additionally, many of the mitigation measures and conditions described elsewhere in this report will result in avoidance and minimization of potential adverse effects on essential fish habitat.

Marine Water Quality Impacts

The proposed project's principal impact on marine water quality will be increased turbidity during several phases of the project: water jetting to expose portions of the cables, conduit terminus and POPCO crossing, cable removal, cable installation, vessel anchoring, and flushing and pigging J-tubes on the platforms. Additionally, any marine organisms living on the substrate provided by the hard surface of the cable will be lost when portions of the cable are removed.

Water jetting: The proposed project would involve using diver-supported water jets to expose the end of the nearshore conduit, approximately 50 feet of cable offshore of the conduits and the POPCO crossing. These project components are buried under several inches to several feet of sand-sized sediment. The amount of sediment to be removed is expected to be from 10 to 20 cubic yards at the conduit terminus and 1 to 5 cubic yards at the POPCO crossing. Removing the sediment with water jets will result in a localized plume of sediment that will settle out of the water column quickly. To minimize turbidity from this operation, sediment will be directed through a hose to an adjacent sand channel away from hard bottom habitat and other sensitive habitat areas.

Further offshore near the platforms, ROV-assisted water jetting may be used to expose the cable to allow access for the cutting tool. The sediments in these areas are characterized by finer silt-sized particles with some clay, and thus will settle more slowly than the larger particles in the nearshore areas. However, the volume of sediment removed and possibly suspended from these areas (< 4 cubic yards) is small and thus should not degrade water quality.

Cable removal: The project would involve removal of 12-18 miles of out-of-service cable in state waters and near the platforms. In state waters, the removal of approximately 10 miles of cable would result in the disturbance of about 200-250 cubic yards of sediment. Most of this turbidity would occur close to the seafloor and would settle quickly within a few feet of the point of disturbance.

Near the platforms, the cables are partially to completely buried under sediment. Retrieving the cables is likely to resuspend approximately 40-180 cubic yards of sediment. Given the finer grain size of the material, these sediments are expected to settle within tens of feet of the point of disturbance. Although turbidity may persist over a slightly longer timeframe in these deeper waters, impacts to water quality would be minor and short-lived. Once the cables are retrieved, they are cleaned to remove sediment and organisms, resulting in short-term and minor turbidity at the water surface, which will likely disperse quickly due to currents and wave action.

Cable installation: During cable-laying operations, there will be relatively minor and short-term impacts as the cable is positioned on the seafloor. Impacts are likely to vary somewhat by water depth and distance from shore. The nearshore areas of the cable route are generally sandy and the deeper areas contain more silt, so turbidity will be greater in the deeper water; however, all turbidity-related impacts are expected to be minor and short-term.

Anchoring: Anchoring the project-related vessels will result in minor turbidity increases. To minimize impacts related to anchoring, ExxonMobil will implement a number of measures, including using a dynamically positioned vessel for cable retrieval and installation, which does not require anchoring. In addition, **Special Condition 8** requires ExxonMobil to submit an anchoring plan to the Executive Director for review and approval that includes procedures that will minimize anchor dragging and the suspension of sediment, such as vertical placement and removal of anchors.

Flushing and pigging J-tubes: The internal surfaces of the J-tubes have built up a layer of sediment, marine organisms, and some rust that will be removed before the cables are pulled through. Based on past experience the total amount would be less than 1 cubic yard of material and will be dispersed quickly in the water column.

In summary, although several components of the project will result in the suspension of sediment in the water column, the resulting turbidity would be localized and short-lived. The Commission therefore finds that the overall impacts to marine water quality from turbidity would be minor.

Vessel Discharges

In addition to increases in turbidity, the proposed project will result in discharges of ballast, bilge, cooling water and sanitary wastes from the CIV to marine waters. According to the Project EA:

> *These types of routine discharges, regulated by the U.S. Coast Guard (USCG) via the Federal Water Pollution Control Act, ensure that vessel effluents such as sewage and cooling water do not leave a sheen or other foreign material on navigable waters. Ballast and bilge waters will be treated by the vessel's onboard oil separation system which is designed and operated to meet the USCG-required limit of 15 ppm oil in the effluent. Similarly, the sewage treatment plant onboard the vessel is USCG-approved and is designed and operated to meet the USCG-required limits. Surface currents, wind and waves will combine to dissipate these effluents. All the repair vessel discharges will be conducted in accordance with applicable USCG regulations and will not have a significant impact on the water quality of the project area during the short time the project occurs.*

Thus, all CIV discharges will be in compliance with existing federal regulations and any resulting marine water quality impacts would be negligible.

Conclusion

For the reasons stated above, the Commission finds that, as conditioned, the proposed project will be carried out in a manner that maintains marine resources and sustains the biological productivity and quality of coastal waters and is therefore consistent with Coastal Act Sections 30230 and 30231.

D. OIL SPILLS

Section 30232 of the Coastal Act states:

> *Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.*

Section 30232 requires an applicant to undertake measures to prevent an oil spill from occurring, and requires effective containment and cleanup measures should a spill occur. There are two primary ways the proposed project could result in an oil spill – from vessels used during project construction or from damage to pipelines near the project work areas.

Vessels: The project will involve the use of four to six vessels and skiffs, any of which have the potential to spill oil or fuel. Use of vessels for the project also results in the potential for collision, either among the work vessels or with nearby fishing, recreational, or other vessels in the project area. According to ExxonMobil, a reasonable worst-case spill would be approximately 300 gallons of diesel fuel from the failure of an engine fuel storage tank on the main deck of the CIV. However, the likelihood of a spill occurring is very low.

Even so, the proposed project includes a number of measures meant to further reduce the risk of spills from vessels, including:

- The SYU facilities are required to maintain an Oil Spill Response Plan (OSRP) as part of their ongoing operations, pursuant to several local, state, and federal regulations. This plan, reviewed by BSEE every two years, includes measures to prevent spills as well as specific requirements for equipment, training, and procedures to be followed in the event of a spill.
- ExxonMobil and Clean Seas are the primary responders to spills at SYU, and both entities maintain response equipment as required by the spill response plan.
- ExxonMobil will ensure that all installation contractors maintain good housekeeping practices to avoid washing of lubricants or other hydrocarbons from decks into the ocean or dropping of debris overboard. All lubricating oils, hydraulic fluids, waste oils and related materials shall be stored in contained areas.
- ExxonMobil will ensure that all materials related to cable retrieval and installation operations are loaded on the cable installation vessel at applicable port locations and transfer of materials at sea shall be avoided to the extent feasible.
- To reduce incidental fueling spills, ExxonMobil shall refuel all equipment and vessels involved in the Project at existing onshore fueling facilities (e.g., ports/piers). There shall be no boat-to-boat fuel transfers, with the exception of skiffs on the dedicated Project cable installation vessel (CIV), which are only fueled when on the CIV.
- ExxonMobil shall provide offshore and onshore OSRP training to primary contractors and sub-contractors to ensure clear understanding of responsibilities and prompt oil spill

response procedures. ExxonMobil shall provide records documenting boom deployment training has been completed within the last year for both platform and Clean Seas personnel.

- The vessels used for project work will also be required to maintain appropriate spill response capabilities, pursuant to state and federal regulations, and will have coordinated communication capability to help prevent collisions.
- ExxonMobil will provide information about the vessel locations and work schedules to the U.S. Coast Guard for inclusion in a Notice to Mariners so other vessels operating in the area will be able to avoid the project area during construction.

Additionally, under the Submarine Cable Act (47 USC 21), fishing vessels and other ships must keep their equipment or vessels at the distance of one nautical mile from a vessel engaged in laying or repairing cable or at least a quarter nautical mile from buoys intended to mark the position of a cable when being laid.

To ensure the project conforms to Coastal Act policies, **Special Condition 9** requires ExxonMobil to submit a project-specific addendum to the SYU Oil Spill Response Plan to the Executive Director for review and approval. The Plan shall clearly identify responsibilities, list and identify the location of oil spill response equipment, and include a plan for conducting training and response drills. Further, **Special Condition 10** requires ExxonMobil to implement an Executive Director-approved Critical Operations and Curtailment Plan (COCP). The COCP defines the limiting conditions of sea state, wind, or any other weather conditions that would hinder safe operation of vessels and equipment or a potential spill cleanup.

Pipelines: Project work will also occur near pipelines – the power cable corridors are located adjacent to several active pipelines (emulsion, water, and gas) and crosses over a POPCO gas pipeline about a half-mile offshore. In addition, the existing and proposed power cables are located in very close proximity to pipelines in the tunnel and conduit. These pipelines could be damaged, potentially resulting in a release of hazardous material, if a cable or anchor is dropped on them during project operations. ExxonMobil performed several engineering analyses and risk assessments to determine the potential for damage from an anchor or due to a cable being dropped during removal or installation. The analyses determined that the risk of both occurrence and damage was very low.

ExxonMobil has included a number of measures to avoid or minimize possible damage to pipelines in the project area. In addition to the measures meant to prevent spills from vessels, many of which will also reduce the risk of pipeline damage, ExxonMobil has included the following additional measures:

- Anchors will be set back a minimum of 250 feet (76 meters) from active pipelines and power cables.
- ExxonMobil will use a dynamic-positioning vessel for the cable removal and placement, which does not require anchoring.
- Materials related to cable removal and placement will be loaded at port and crane lifts will not be made over pipelines and cables at sea.

- ExxonMobil will prepare a Safety Plan for Tunnel Cable Installation and Removal Operations that describes procedures that will followed and safety measures that will be taken to ensure damage to other cables and pipelines does not occur. Procedures and the plan will be submitted to the Santa Barbara County System Safety Reliability Review Committee for review and comment. The plan will include:
  - The method proposed to enable continuous monitoring of cable pull activities in the tunnel.
  - Identification of activities during which Santa Ynez Unit operations will be shutdown.
  - A hazards study evaluation of cable installation and removal operations in the tunnel using an appropriate method (e.g., "What-If" or "Checklist").
  - Identification of potential failure modes, protection devices or systems, safety procedures and redundant safety equipment or measures (levels of protection).
- ExxonMobil will prepare an Execution Plan describing cable removal and installation procedures in the onshore tunnel. The plan will describe measures that will be taken to minimize the tension/stress that will be placed on cables during cable pulling operations. The plan will be submitted to California State Lands Commission staff and the Santa Barbara County System Safety Reliability Review Committee for review and comment and/or approval.
- Cables will be de-energized and oil and gas pipelines will be shutdown in the tunnel during cable pulling operations in the tunnel, unless it can be clearly demonstrated that cable pulling operations can be performed safely while the cables and pipelines in the tunnel are operating.

To ensure the project conforms to Coastal Act policies, **Special Condition 8** requires ExxonMobil submit the anchoring plan for the Executive Director's review and approval that avoids all existing pipelines and infrastructure. In addition, **Special Condition 11** requires ExxonMobil to submit evidence that the SLC has reviewed and approved a Cable Release Prevention Plan that details the engineering and safety measures to be taken to prevent accidental release and **Special Condition 12** requires ExxonMobil to submit evidence of a review and response to comments on the Safety Plan for Tunnel Cable Installation and Removal Operations and Execution Plan by the Santa Barbara County System Safety Reliability Review Committee and the State Lands Commission. Finally, **Special Condition 13** requires Executive Director approval for any proposal by ExxonMobil to keep pipelines and cables operational during cable removal and placement in the conduit and tunnel.

Based on the mitigation measures included in the project, and as conditioned, the Commission finds the project will protect against spillage of oil and other hazardous substances and will be consistent with the requirements of Coastal Act Section 30232.

E. DREDGING AND PLACEMENT OF FILL IN COASTAL WATERS

Section 30233(a) of the Coastal Act states:

> *The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division where there is no feasible less environmentally damaging alternative,*

and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged depths on existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(6) Restoration purposes.

(7) Nature study, aquaculture, or similar resource dependent activities.

The proposed project includes fill in the form of power cables, concrete mats, and protective covers around portions of the cables. The new cables are approximately seven inches in diameter and ExxonMobil proposes to lay approximately 30 miles (10.6 miles of Cable A2 (or B2), 11.3 miles of Cable F2, and 8.1 miles of Cable G2), for a total area of 2.1 acres of fill. The total amount of new fill will be offset to some degree by the removal of between 12.6 and 18.6 miles of Cables A1 (or B1) and Cable C1, for a total range of 0.8 to 1.1 acres of fill. Therefore, the net increase in fill resulting from the proposed project would range from 1-1.3 acres. Four new concrete mats will be placed over the cut ends of the out-of-service cables, two near Platforms Heritage and Harmony and two near the state/federal waters boundary. Each mat is about eight feet by eight feet, for a total of 256 additional square feet of fill. Coastal Act Section 30233(a) restricts the Coastal Commission from authorizing a project that includes fill or dredging of open coastal waters unless it meets three tests. The first test requires that the proposed activity must fit into one of seven categories of uses enumerated in Coastal Act Section 30233(a). The second test requires that there be no feasible less environmentally damaging alternative. The third and last test mandates that feasible mitigation measures be provided to minimize the project's adverse environmental effects.

Allowable Use Test

One of the seven allowable uses of fill and dredging under 30233(a) is "new or expanded port, energy, and coastal-dependent industrial facility." The proposed power cables will replace existing cables that have reached the end of their life and are in danger of failure, therefore

ensuring operations at the SYU facilities can continue into the future. Thus, the proposed project supports the temporal expansion of an energy facility and qualifies as an allowable use of fill and dredging. The Commission thus finds that the proposed project meets the allowable use test of Coastal Act section 30233(a).

Alternatives

The Commission must further find that there is no feasible less environmentally damaging alternative to the proposed placement of fill and dredging in open coastal waters. In addition to the proposed project, ExxonMobil considered the No Project alternative. According to the EA issued by BOEM, "Without the replacement of the existing cables and given the history of submarine cable faults in the SYU, the reliability of the SYU electrical distribution system could compromise the production of oil and natural gas resources from those platforms." ExxonMobil could wait until one or both of the cables completely failed before replacing them, similar to the replacement of Cable C1. Cable failure could lead to the impairment or shutdown of operations at one or more of the platforms, although the existing system redundancy and backup power systems would not jeopardize the continued operation of critical environmental and safety systems. Under this alternative, ExxonMobil would likely apply for an emergency coastal development permit to replace the cable, allowing it to resume normal operations as quickly as possible. In all likelihood, ExxonMobil would propose a project identical to the proposed project, but under an emergency permit, Commission staff would need to review the project and recommend mitigation measures within a compressed time frame. It is always preferable to have adequate time to fully analyze the project and coordinate with other state and federal agencies to ensure the maximum protection of coastal and environmental resources. Thus, the no-project alternative would not be less environmentally damaging than the proposed project and the Commission finds that the proposed project meets the second test of Coastal Act Section 30233(a).

In addition to the No Project alternative, ExxonMobil analyzed alternative routes for the new cables. As described in detail above in section C, the proposed cable routes and construction methods were designed to minimize impacts to hard bottom habitat, eelgrass, kelp and other sensitive habitats and species. Thus, by design, the proposed project constitutes the least damaging alternative.

Mitigation

The final requirement of Coastal Act Section 30233(a) is that filling and dredging of coastal waters may be permitted if feasible mitigation measures have been provided to minimize any adverse environmental effects associated with these actions. In other sections of this report, the Commission has identified feasible mitigation measures that will minimize the adverse environmental effects of the fill and dredging associated with the proposed project. For example, **Special Conditions 5 and 6** require ExxonMobil to conduct pre- and post-project marine surveys to pinpoint the location of any sensitive habitats and/or species, including rocky reef areas, eelgrass beds and kelp forests that have not already been identified. All project activities will be designed to avoid sensitive marine habitats and species. If the project does result in impacts to sensitive habitat areas, **Special Condition 7** requires ExxonMobil to submit a restoration plan to the Executive Director for review and approval. In addition, **Special Condition 9** requires ExxonMobil to submit a project-specific addendum to the SYU OSRP to

the Executive Director for review. These conditions, among others, minimize impacts from project-related dredging and filling. Thus, with the imposition of the conditions of this permit, the Commission finds that the third test of Coastal Act section 30233(a) has been met.

For the reasons described above, the Commission finds the project, as conditioned, consistent with Coastal Act Section 30233(a).

F. COMMERCIAL AND RECREATIONAL FISHING

Section 30234.5 of the Coastal Act states:

> *The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.*

The SYU project area supports a wide variety of fish and shellfish important to commercial and recreational fishing interests. The project area is within two California Department of Fish & Game (CDFG) Fish Blocks, which are areas of approximately 82 square miles designated by CDFG for keeping records on fishing activities and catch amounts. The project area supports four types of commercial fishing – purse seining, trawling, drift gillnetting, and trap fishing – as well as various forms of recreational fishing. Commercial catch data from 2012 for the two Fish Blocks indicated a total catch of 3.7 million pounds at a total estimated market value of 1.7 million dollars.

The proposed project could affect commercial or recreational fishing in the area by temporarily limiting access to waters in the project area. Additionally, fishing gear could become snagged on the cables in the project area, resulting in economic losses or safety concerns. Temporary economic impacts to trawlers and recreational fishers may result during installation of the cables. Pursuant to the federal Submarine Cable Act (47 U.S.C. 21 para. 24) all vessels are required to maintain a distance of at least one nautical mile from a cable vessel conducting repairs and one-quarter mile from the buoy of a vessel intended to mark the position of a cable when being laid or out of order.

Commercial fishing in the project area is directed in part by the Joint Oil/Fisheries Liason Office (JO/FLO), which was established to minimize interactions between oil industry operations and commercial fishing activities. JO/FLO developed the Santa Barbara Channel Oil Service Vessel Traffic Corridor Program that establishes vessel traffic corridors to reduce conflicts between vessels in the project area. To reduce the potential for loss or damage to commercial fishing vessels and gear, a mitigation measure was included in the MND (and the Project EA) requiring ExxonMobil to coordinate and consult with JO/FLO:

> ***MM CF-1: Commercial Fishery Constraints.*** *ExxonMobil shall implement the following measures to reduce the potential for impacts to commercial fishing operations:*
>
> - *Consult with Joint Oil Fisheries Liaison Office (JOFLO) and commercial fishermen, as appropriate, during the planning stages and construction to identify*

and mitigate any unanticipated impacts regarding the Project. If the JOFLO determines that conflicts with commercial fishing operations in the Santa Ynez Unit area develop during the Project, ExxonMobil shall make all reasonable efforts to satisfactorily resolve any issues with affected fishermen. Possible resolutions may include physical modification of identified problem areas on the replacement cables, the establishment of temporary preclusion zones, or off-site, out-of-kind, measures. Evidence of consultations shall be provided to California State Lands Commission (CSLC) staff, Bureau of Safety and Environmental Enforcement, and Santa Barbara County.

- *Review design concepts and installation procedures with JOFLO to minimize impacts to commercial fishing to the maximum extent possible.*
- *Require contractors, to the extent reasonable and feasible, to recover all items lost overboard during activities associated with the Project. Logs shall be maintained on the cable installation and support vessels that identify the date, time, location, depth, and description of all items lost overboard.*
- *Require the contractor to scout the nearshore conduit terminus area (prior to initiating work there) to determine the presence of any traps that could interfere with the cable operations. If any traps are found, the affected fishermen shall be contacted through JOFLO and requested to relocate the traps for the Project duration. With written permission from the owner, if the traps have not been moved by the time Project activities are scheduled to begin, any traps that could interfere with the activities shall be relocated and then returned to the original site at the end of the work.*
- *In the absence of existing corridors, establish temporary vessel traffic corridors, reviewed and approved by JOFLO, inside 30 fathoms (55 meters) where vessel corridors have not been established specifically for the Project area, for the Project duration.*
- *Include training on vessel traffic corridors in all pre-construction meetings with Project contractors and their personnel.*

In partial compliance with this mitigation measure, ExxonMobil met with a representative of JO/FLO on September 8, 2014. According to notes taken at the meeting (see Exhibit 10), ExxonMobil discussed the proposed project design and cable locations and, in consultation with JO/FLO, agreed to: (1) provide JO/FLO with the coordinates of new concrete mats once they are installed, (2) prepare and send out a Notice to Fisherman 40-50 days in advance of marine activities, (3) pre-scout the project area for traps during the pre-construction and abalone surveys (90 and 30 days prior to construction) and during mobilization of dive vessel to conduit terminus (1-2 weeks prior to construction) and if found, work with JO/FLO to temporarily relocate them, (4) follow existing JO/FLO traffic corridors, (5) identify a temporary corridor along the cable route for use during cable retrieval and installation and include the location of this corridor in the Notice to Fisherman, (6) maintain a log of the date, time, depth and description of any items lost overboard and to the extent feasible, recover these items before the end of the project, (7) conduct fisheries/environmental training in May 2015, and (8) provide JO/FLO with as built maps showing the positions of the cables and concrete mats. In a subsequent communication with Commission staff on October 11, 2014, ExxonMobil agreed to incorporate these elements into the project description for the proposed project. To ensure compliance with these measures,

Special Condition 6 requires a post-project survey to document post-project seafloor conditions and identify any permanent impacts, including fishing gear damaged during cable installation.

The project elements listed above will ensure that impacts to commercial fisherman are minimized during the construction period. To further reduce the potential for damage to commercial fishing vessels and gear over the long term, **Special Condition 14** requires ExxonMobil to submit evidence to the Executive Director showing that information about the project has been provided to the National Oceanic and Atmospheric Administration for inclusion on area nautical charts. It is also important to note that the new cables will be located in the existing pipeline and cable corridors with other oil and gas infrastructure (i.e. platforms, pipelines, and cables), many of which are on or above the seafloor, and are already noted on nautical charts and known to area fishing interests.

To date, the existing ExxonMobil cable and pipeline infrastructure has not resulted in reported snags or loss of fishing equipment. JO/FLO maintains records identifying fishing gear lost in the project area, the causes of those losses, if known, and claims arising from those losses against oil and gas-related project owners. ExxonMobil reviewed JO/FLO records to determine the effects of the existing cables and pipelines on fishing gear and found there were no incidents of claims in the vicinity of the proposed or existing routes. Of the types of fishing that occur in the project area, only trawling is likely to have the potential over the long-term to snag the cables. Because of the weight of the cables (approximately 18 pounds per foot) and their smooth and low profile on the seafloor, the likelihood of snagging is low. Additionally, the cable routes were selected in part to avoid hard bottom substrate to the maximum extent possible where portions of the cables could be suspended across topographic features. If the cables were to cause damage to fishing gear or vessels, a claim could be filed through the process established by JO/FLO.

In addition, project-related measures and conditions to protect marine biological resources, water quality, and other coastal resources as described elsewhere in this report will also act to avoid and minimize impacts on commercial and recreational fishing. With the mitigation measures described above, the Commission finds that the project would protect commercial and recreational fishing and is therefore consistent with Coastal Act Section 30234.5.

G. PUBLIC ACCESS AND RECREATION

Coastal Act Section 30220 states:

> *Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

The project could affect public access and recreation due to the presence of work vessels in areas used by the public in coastal waters and near a state beach. This area includes part of El Capitan State Beach. Recreational activities in the area include beach use, boating, and fishing.

The proposed project as described in the MND and EA includes measures to avoid or minimize impacts to public access and recreation. These include limiting the work period for nearshore

work, where access and recreation are most prevalent, to approximately one week, so any disruption would be short-term and minimal. ExxonMobil's Notice to Mariners (described in Section F above) will also serve as notice to recreational fishing vessels and boaters in the project area. The exclusion areas described in that notice will be relatively short-term (estimated four to eight weeks) and will move during that time so that boaters will not be excluded from a given area for longer than a week or two. (Onshore impacts on public access and recreation were addressed in the County's review of the onshore portion of the project.)

With the measures discussed above, the Commission finds that the proposed project will not significantly interfere with public access and recreation and is therefore consistent with Coastal Act Section 30220.

H. CULTURAL RESOURCES

Coastal Act Section 30244 states:

> *Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.*

Historical and cultural resources are defined as those areas of the land and marine environment that possess historical, cultural, archaeological or paleontological significance, including sites, structures, or objects significantly associated with, or representative of earlier people, cultures and human activities and events. Nearshore excavation and offshore cable-laying and anchoring activities have the potential to disturb prehistoric sites that may have been established prior to the most recent sea level rise or more recent cultural sites, such as shipwrecks. Several geophysical and archeological surveys, including sidescan sonar and magnetometer surveys, have been conducted in the offshore project area in support of oil and gas production at ExxonMobil's SYU platforms. These surveys have identified four possible cultural resource sites offshore, with three in OCS waters and one in State waters. The two closest to proposed project work areas are outside the cable-laying corridor but may potentially be affected by work vessels anchoring in the area. Because ExxonMobil has selected a dynamic positioning vessel to do the cable-laying and removal work, anchoring would only take place in an emergency situation. Support vessels will deploy anchors in the nearshore conduit area at pre-surveyed locations.

The most significant potential for impacts to known cultural sites would be from anchoring by the CIV or the support vessels in an emergency situation, or unanticipated changes to the new cable corridor. ExxonMobil has addressed some of these concerns in the Project's contingency plan (Appendix B), including surveying locations where the cable would be laid on the seafloor in the event that ExxonMobil is unable to remove an existing out-of-service cable or install a new cable into one of the conduits or platform risers. In addition to developing a contingency plan, ExxonMobil has included several mitigation measures to avoid or reduce the potential for adverse impacts to offshore cultural resources both known and unknown, including:

- Providing vessel operators the coordinates of known offshore sites and requiring contractors to avoid activities within 300 feet of these sites. If work within these buffer areas is necessary, it would only take place after an additional geophysical or ROV survey, and would require BSEE and State Lands Commission approval.
- Including a review of avoidance procedures in pre-construction environmental compliance meetings with contractors.
- Using an ROV during cable installation to identify any potential cultural resource sites. If a potential site is discovered that could be affected by project activities, the contractor is to stop cable-laying operations and notify BSEE for further direction, which could include requiring additional survey information, changing the cable route to avoid the site, or other measures.

To further ensure the project conforms to Coastal Act policies, **Special Condition 15** requires ExxonMobil to submit to the Executive Director for review and approval any proposal to work within the in-water buffer areas established around known sites or in areas that may affect sites discovered during project surveys.

With the above measures and as conditioned, the Commission finds that the project will not adversely impact archaeological resources and is therefore consistent with Coastal Act Section 30244.

I. AIR QUALITY

Coastal Act Section 30253(3) states:

> *New development shall:*
>
> > *(3) Be consistent with the requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*

The proposed project is located within the South Central Coast Air Basin and its air emissions are regulated by the Santa Barbara Air Pollution Control District (the APCD). Emissions related to project activities have a potential to increase onshore concentrations of pollutants. The primary pollutants of concern related to this project are oxides of nitrogen (NOx), which are precursors to ozone and for which Santa Barbara County is in nonattainment.

The APCD determined that the marine vessels used in cable removal and installation activities would result in emissions less than 25 tons in a 12-month period for any regulated pollutant. Projects meeting these criteria may be required to obtain a permit but are exempt from the requirement to comply with Best Available Control Technology (BACT) or provide emission offsets. The APCD also determined that emissions from all construction activities (including from special equipment and charter vessels) would be less than 25 tons in a 12-month period for any regulated pollutant, and thus, these portions of the project are exempt from emission offset requirements. ExxonMobil will determine, on a daily basis, fuel use and emissions from the cable retrieval and installation operations. These data will be summarized and reported to the

APCD to verify compliance with the 25 ton limit. These data are also included as part of the Emissions Reporting Plan required under the County's approval.

The Commission finds that with these measures in place, the project will be implemented in a manner consistent with the requirements of the APCD and is therefore consistent with Coastal Act Section 30253(3).

J. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit amendment, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The California State Lands Commission, acting as lead CEQA agency, certified a Mitigated Negative Declaration for the proposed project on August 15, 2014.

The proposed development has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing marine resources, dredge and fill of coastal waters, water quality, ESHA, and cultural resources will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

K. FEDERAL CONSISTENCY

The Commission's action in this case authorizes both a CDP for the proposed project and results in a conditional concurrence with ExxonMobil's federal consistency certification. In the case of a conditional concurrence with a consistency certification, the following procedures are triggered under the federal consistency regulations (15 CFR Part 930):

> 930.4 Conditional Concurrences.
>
> *(a) Federal agencies, applicants, persons and applicant agencies should cooperate with State agencies to develop conditions that, if agreed to during the State agency's consistency review period and included in a Federal agency's …approval under subparts D [or] E … of this part, would allow the State agency to concur with the federal action. If instead a State agency issues a conditional concurrence:*

> *(1) The State agency shall include in its concurrence letter the conditions which must be satisfied, an explanation of why the conditions are necessary to ensure consistency with specific enforceable policies of the management program, and an identification of the specific enforceable policies. The State agency's concurrence letter shall also inform the parties that if the requirements of paragraphs (a)(1) through (3) of the section are not met, then all parties shall treat the State agency's conditional concurrence letter as an objection pursuant to the applicable Subpart and notify, pursuant to §930.63(e), applicants, persons and applicant agencies of the opportunity to appeal the State agency's objection to the Secretary of Commerce within 30 days after receipt of the State agency's conditional concurrence/objection or 30 days after receiving notice from the Federal agency that the application will not be approved as amended by the State agency's conditions; and*
>
> *(2) The … applicant (for Subparts D and I), … shall modify the applicable plan, project proposal, or application to the Federal agency pursuant to the State agency's conditions. The Federal agency, applicant, person or applicant agency shall immediately notify the State agency if the State agency's conditions are not acceptable; and*
>
> *(3) The Federal agency (for Subparts D, E, F and I) shall approve the amended application (with the State agency's conditions). The Federal agency shall immediately notify the State agency and applicant or applicant agency if the Federal agency will not approve the application as amended by the State agency's conditions.*
>
> *(b) If the requirements of paragraphs (a)(1) through (3) of this section are not met, then all parties shall treat the State agency's conditional concurrence as an objection pursuant to the applicable Subpart.*

Right of Appeal.

Pursuant to subsection (a)(1) quoted in the prior section and Subpart H of the federal consistency regulations, within 30 days from receipt of notice of a Commission conditional concurrence to which the ExxonMobil does not agree, ExxonMobil may request that the Secretary of Commerce override this objection. 15 CFR §§ 930.4(a)(1) & 930.125(a). In order to grant an override request, the Secretary must find that the proposed activity for which ExxonMobil submitted a consistency certification is consistent with the objectives or purposes of the Coastal Zone Management Act, or is necessary in the interest of national security. A copy of the request and supporting information must be sent to the California Coastal Commission, the Bureau of Energy and Ocean Management, the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency. The Secretary may collect fees from ExxonMobil for administering and processing its request. [Note: This right of appeal does not apply to the CDP, but only to the activity authorized under the consistency certification.]

APPENDIX A: SUBSTANTIVE FILE DOCUMENTS

Bureau of Ocean Energy Management, Final Environmental Assessment for the ExxonMobil Santa Ynez Unit Offshore Power System Reliability Project, September 4, 2014.

California State Lands Commission, Final Mitigated Negative Declaration for the ExxonMobil Santa Ynez Unit Offshore Power System Reliability – Phase 2 Project (State Clearinghouse No. 20141051098), August 15, 2014.

ExxonMobil Production Company, Coastal Development Permit Application and accompanying documents. Originally submitted on August 30, 2013.

ExxonMobil Production Company, email communications to Kate Huckelbridge on 7/2/2014, 7/7/2014, 10/9/2014, 10/10/2014, 10/11/2014, and 10/15/2014.

ExxonMobil Production Company, Execution Plan for the ExxonMobil Santa Ynez Unit Offshore Power System Reliability – Phase 2 Project. Submitted on December 24, 2013, revised on February 12, 2014.

ExxonMobil Production Company, Response to Notices of Incompleteness, submitted on November 25, 2013 and February 3, 2014.

APPENDIX B: DETAILED DESCRIPTION OF PROJECT COMPONENTS

OPSR-B includes six main components, described in further detail below:

1. Pre-project Preparation Activities
2. Retrieval of out of service cables
3. Cable Installation
4. Cable Contingency Measures (if necessary)
5. Testing and Energization of Cables
6. Post-installation marine biological surveys

1. Pre-Construction Preparation Activities

Pre-construction activities include completion of four marine surveys, the deployment of cable installation aids onshore and on the platforms and potential kelp cutting near the conduit terminus. The four marine surveys include soil sampling near the conduit terminus and the Pacific Offshore Pipeline Company (POPCO) crossing (where the existing and proposed cables cross the POPCO gas pipeline), a marine biological survey to characterize the location and extent of existing biological communities, surveys at the proposed anchor locations to quantify expected impacts to eelgrass and identify any feasible alternate anchor locations that would minimize impacts to eelgrass, and a focused marine biological diver survey to determine if abalone are present in the area of conduit terminus. All marine surveys will be conducted by divers to a depth of 60 feet, and by drop-camera or Remotely Operated Vehicle (ROV) at depths greater than 60 feet.

In addition to the surveys, ExxonMobil will deploy several types of installation aids at the LFCPC, in the tunnel and on the platforms. Most of these aids, which include structural reinforcement, temporary scaffolding, pipe rollers, cable rollers, pigging devices, and a temporary construction power system, will be temporary and will be removed at the conclusion of the project. ExxonMobil may also hire a commercial kelp-cutting vessel to cut the tops off kelp plants in the vicinity of the conduit terminus to prevent damage to vessel propellers from entanglement.

Finally, ExxonMobil will mobilize the primary cable installation vehicle (CIV) to Port Hueneme prior to the start of cable-lay activities. ExxonMobil plans to use a specially designed dynamically positioned CIV that does not require the use of anchors under normal operating conditions. In an emergency, anchors could be placed within pre-surveyed locations adjacent to the cable route and away from pipelines, power cables, and sensitive habitat. The CIV will be towed to Port Hueneme from Europe with the newly fabricated cable already installed on the vessel.

2. Retrieval of out-of-service cables

ExxonMobil will retrieve an approximately 5 mile segment of existing and out-of-service cables A (or B) and C1 between the LFCPF and the state/federal waters boundary (see Exhibit 3). This

includes removal of these cables within the tunnel and the offshore conduits. In addition, ExxonMobil will remove a 1 to 6 mile section of cable A (or B) at and adjacent to Platform Harmony. An additional section of cable A (or B) between the state/federal waters boundary and Platform Harmony may be removed to provide more unrestricted route access for cable installation activities. Finally, ExxonMobil will remove a 1 to 2 mile segment of cable C1 adjacent to Platform Heritage. The decision to replace cable A or B will be based on a detailed analysis of the condition of each cable just prior to cable removal activities.

ExxonMobil will cut and pull the out of service cable onto the CIV in several sections both onshore and offshore. Onshore, ExxonMobil will excavate the cables from the north side of the tunnel to past the splice locations in the fill area at the southern end of the LFCPF. A winch will be installed onshore to aid in cable retrieval and installation activities. Within the tunnel, submarine cables will be placed on roller to facilitate removal.

Offshore, ExxonMobil will cut the cable on the ocean floor and pull the end to be retrieved into the CIV using a winch. Concrete mats will be placed on the ends of the cut cable to keep them in place. To support these activities, dive support vessels will be moored in nearshore waters at several pre-surveyed anchor locations. To facilitate removal of the cable from the conduit, divers will clear sediment from the conduit terminus and expose 40-50 feet of buried cable using hand-held water jets and eductors, sidecasting the cleared sediment into an existing sand channel adjacent to the POPCO gas line. The conduit will be cleaned and inspected prior to cable removal. Divers will also clear sediment at the POPCO crossing, exposing the concrete mats that were placed over the installed cables and approximately 10 feet of cable on either side of the crossing (see Exhibit 9). The mats will be removed to allow for cable retrieval and installation. The retrieved cable will be washed and cut into smaller sections then transferred to trucks onshore and transported to a local recycle facility.

Based on detailed design procedures, equipment on the CIV will then either first remove the cable from the LFCPF, the tunnel, the conduit and the nearshore area with support from the LFCPF winch and then return to the area to retrieve the cable from the nearshore to the State/Federal Boundary or remove the cable from these facilities in the reverse order.

ExxonMobil will also retrieve a smaller length of cable at and around the platforms. At platforms Harmony and Heritage, cables A (or B) and C1, respectively, will be removed from the platform's J-tube, a conduit that is used to bring the cables from the seafloor up to the platform riser, and from the seafloor near the base of the platform. A ROV will remove the sediment from the cable on the seafloor using a water jet or similar device, identify the correct cable, and cut the cable at the appropriate location. The cable will also be cut on the platform. The CIV will pull the cut cable onto the deck, where it will be washed and readied for disposal. A concrete mat will be installed over the cut end of the cable on the seafloor to hold it in place.

3. Cable Installation

ExxonMobil will install 3 replacement cables: (1) Cable A2 (or B2) between Platform Harmony and the southern end of the LFCPF (10.3 miles); (2) Cable F2 between Platform Heritage and the southern end of the LFCPF (11.2 miles); and (3) Cable G2 between Platform Harmony and Platform Heritage (7.2 miles) (see Exhibit 3). In state waters, cables A2 (or B2) and F2 will be

installed within the existing State Tidelands Lease. In federal waters, the cables will be aligned along existing routes and/or within previously-surveyed and cleared routes.

Before new cable is installed, the tunnel and the conduits under the beach and at Platforms Harmony and Heritage will be cleaned and their condition assessed. Any necessary repairs or modifications will be made as needed. Cable installation will start at the platforms. With the aid of the ROV, new cable will be released from the CIV and pulled into the platform through an existing unused riser. Once the cable is successfully pulled onto the platform, the submarine cable will be spliced to the platform power and fiber optic cables.

The CIV will then lay the submarine cable on the seafloor along the route depicted in Exhibit 3. The exact placement of this route is designed to avoid any sensitive habitat areas, including rocky bottom areas and eelgrass and kelp beds to the maximum extent feasible. At the POPCO gas crossing, the cables will be laid in the same general area as the out-of-service cables using the same separation distance from the gas line. After the cable is laid, divers or the ROV will reinstall concrete mats to hold the cables in place.

At the conduit terminus, the length of cable needed will be measured and the cable cut. Floats will be attached to the end of the cable as it is released from the CIV into the water. Divers will guide the end of the cable into the mouth of the conduit and attach it to the pulling apparatus connected to the LFCPF winch and monitor all subsequent pulling operations. The winch will be used to pull the cable through the conduit and tunnel to the splice location at the LFCPF. The cables will then be spliced to the existing land-based cables. At the LFCPF, a new small conduit will be installed to route the fiber optic cable from the splice location to an existing pull box for routing to the inland facilities of the LFCPF. These activities will be performed separately for Cables A2 (or B2) and F2.

Similar to cables A2 (or B2) and F2, cable G2 will be pulled from the CIV onto Platform Harmony using a winch and pulling apparatus installed on the platform. Once installed, the cable will be spliced to the platform power and fiber optic cables. The CIV will then lay the cable on the seafloor to Platform Heritage along the route indicated in Exhibit 3. Once it nears the platform, the CIV will unwind approximately 1500 feet of cable to access the end of the cable. ExxonMobil has identified two options to accomplish this. In the preferred option, the cable would be laid in an “S” formation on the CIV. If this proves to be infeasible, the cable would be laid on the seafloor adjacent to the proposed route. Once the cut end is exposed, it will be attached to the pulling apparatus and winch installed at Platform Heritage. Once installed, the cable will be spliced to the platform power and fiber optic cables

4. Cable Execution Contingencies

ExxonMobil has developed several execution contingencies that would be employed if ExxonMobil is unable to remove an existing out-of-service cable or install a new cable into one of the conduits or platform risers. The four Cable Execution Contingencies (CECs) (described in full detail in Appendix C) involve laying the cable that cannot be installed on the seafloor parallel to the existing cable as it approaches the conduit or riser. The cable would remain on the seafloor until an appropriate installation or removal procedure can be developed, reviewed and approved by the agencies, and implemented. The probability of ExxonMobil implementing one

of the CECs is extremely low, and because the cable would be laid in the same vicinity as the existing cables, these CECs would not result in impacts above and beyond the proposed project.

5. Post-Installation Testing and Surveys

Once the cables are fully installed, ExxonMobil will conduct a series of tests to determine if the cable, including all connections, splices, and fiber optic components is operating correctly. If these tests are successful, the cable will be energized according to the process outlined in the final Execution Plan.

Once the cable is successfully installed and energized, ExxonMobil will conduct a post-project marine biological survey using the same methods as described for the pre-project survey. The purpose of these paired surveys is to quantify any environmental impacts to the marine environment resulting from the Project. Divers will conduct the surveys in waters up to 60 feet deep and the ROV or drop-cameras will be used to survey waters deeper than 60 feet.

APPENDIX C: CABLE EXECUTION CONTINGENCIES

4.3 Execution Contingencies

Several Cable Execution Contingencies (CEC) and installation contingency scenarios summarized below have been included in the OPSRB Project to account for situations that could arise during the work activities.

- CEC #1: Inability to remove C1 from the nearshore conduit or install F2 in the existing nearshore conduit; [Reference DWG-R-4001]
- CEC #2: Inability to remove C1 from the Heritage Platform J-tube or install G2 into the Heritage Platform J-Tube; [Reference DWG-R-4002]
- CEC #3: Inability to remove A from the nearshore conduit or install A2 in the existing nearshore conduit; [Reference DWG-R-4003]
- CEC #4: Inability to remove A from the Harmony Platform J-Tube or install A2 into the Harmony Platform J-Tube; [Reference DWG-R-4004]
- Alternative routes for installing Cables F2 and G2 in Federal Water of the OCS;

For CEC #1 and #3 scenarios, Drawing DWG-CE-4001 and 4003 (Rev 0 submittal) show an "Exist. Rock" located in approximately 105 ft. water depth either inside or east of the cable turn area. Fugro Consultants, Inc. determined that this rock feature was inadvertently left over from an earlier survey. The 2011 survey shows no rocks at this location. Several anomalies were identified (T-109 and T-110) in this area which were investigated and found to be sedimentary seafloor depressions.

4.3.1 Inability to Remove or Install Cable

The Project team has identified several scenarios where one of the existing out-of-service power cables cannot be removed from, or a replacement cable cannot be installed in, a conduit or platform riser. These are described below as CEC #1, CEC #2, CEC #3 and CEC #4. The proposed contingency measure involves laying the cable that cannot be installed in the conduit or riser on the ocean floor parallel to the installed cable that is approaching the conduit or J-tube. The cables will remain on the ocean bottom until an appropriate installation approach can be developed, reviewed and approved by the agencies and implemented. From an installation approach, utilizing one of these contingencies would not be expected to have a significant impact on the environmental analysis associated with the project. [The probability of one of these contingencies occurring is considered to be very low.]

In the nearshore area under CEC #1 and CEC #3, if one or both of the out-of-service cables (C1 or A (or B)) cannot be removed from a conduit or a replacement cable cannot be installed in the conduit, the contingency measure would be implemented. For the situation where the out-of-service cable cannot be removed from the conduit, the out-of-service cable would be cut outside the conduit terminus and retrieved as planned in State Waters to a point just south of the State/Federal boundary in OCS Waters. The contingency approach will involve installing the replacement cable from the platform to a location south of the POPCO crossing and then laying the cable in the required radius to execute a 180 degree turn. The cable would then be laid adjacent and parallel to the replacement cable along the installed route until the length required to reach the planned LFC splice location is on the ocean bottom. For the situation where one or

both of the replacement cables cannot be installed in the conduit, the CIV would retrieve the cable back onto the vessel to a point south of the POPCO crossing and execute a similar procedure to lay the cable adjacent and parallel to the replacement cable along the installed route until the required length is on the ocean bottom. Reference Drawing DWG-R-4001 and 4003.

In the OCS (near Platforms Heritage and Harmony) under CEC #2 and CEC #4, a similar approach would be taken if one or more of the out-of-service cables (C1 or A) cannot be removed from a platform riser or a replacement cable cannot be installed in the riser, the contingency measure would be implemented. For the situation where the out-of-service cable cannot be removed from the platform riser, the out-of-service cable would be cut outside the riser terminus at some distance from the platform and retrieved as planned. If no other risers are available on the platform, the contingency approach will involve installing the replacement cable up to a point a suitable distance away from the platform and then laying the cable in the required radius to execute a 180 degree turn away from the platform essentially adjacent and parallel to the replacement cable segment. The CIV would then proceed to lay the cable length required to reach the intended destination along the designated route. For the situation where one or both of the replacement cables cannot be installed in any of the platform risers, a similar approach would be followed. Reference Drawing DWG-R-4002 and 4004.

At Platform Harmony, since there are spare risers, if Cable A (or B) cannot be removed from the HA J-Tube, the replacement cable installation will continue using one of the spare risers. In a similar manner, if one of intended risers is not available, the replacement cable installation will continue using one of the other spare risers.

Table 1. Construction Equipment Anticipated for Project Activities

Equipment Type	Number	Duration of Use
Onshore LFCPF		
Backhoe	1-2	6-9 mo (part time)
Excavator	1-2	6-9 mo (part time)
Skip Loader	1-2	6-9 mo (part time)
Dump Truck	1-2	6-9 mo (part time)
Water Truck	1-2	6-9 mo (part time)
Truck Crane	1-2	6-9 mo (part time)
Bobcat	2-3	6-9 mo (part time)
Soil Compactors	2-3	2-3 mo (part time)
Concrete Slurry Truck	2-3	1-2 mo (part time)
Weld Machines	1-2	2-3 mo (part time)
Air Hammers	2-3	2-3 mo (part time)
Ride on Sheepsfoot	1	2-3 mo (part time)
Hydro-Vac Truck	1	2-3 mo (part time)
Hydro Excavator	1	2-3 mo (part time)
Cable Pull Winch	1	2-3 mo (part time)
Generators	2-3	6-9 mo (part time)
Air Compressors	2-3	6-9 mo (part time)
Portable Lights	4-6	6-9 mo (part time)
Rigging and Installation Aids	NA	2-3 mo (part time)
Temporary Office Trailers	1-2	6-9 mo (part time)
Portable Restrooms	3-4	6-9 mo (part time)
Equipment Storage Units	3-4	6-9 mo (part time)
Tunnel De-Watering Equipment	1	2-3 mo (part time)
Conduit Cleaning Equipment	1	2-3 mo (part time)
Cable Cleaning Equipment	1	2-3 mo (part time)
Temporary Electrical Service	NA	6-9 mo (part time)
Video Equipment	NA	2-3 mo (part time)
Splicing Equipment	NA	2-3 mo (part time)
Test Equipment	NA	2-3 mo (part time)
Safety Equipment	NA	6-9 mo (part time)
Misc. Construction Equipment	NA	6-9 mo (part time)
Platform Harmony		
Cable Pull Winch	1	4-5 mo (part time)
Generator	1	4-5 mo (part time)
Air Compressors	2-3	4-5 mo (part time)
Air Tuggers	3-4	4-5 mo (part time)
Hydraulic Winches and Power Units	1-2	4-5 mo (part time)
Weld Machines	3-4	4-5 mo (part time)
Rigging and Installation Aids	NA	4-5 mo (part time)
Equipment Storage Units	3-6	4-5 mo (part time)
Scaffolding	NA	4-5 mo (part time)
Splicing Equipment	NA	4-5 mo (part time)
Test Equipment	NA	4-5 mo (part time)
Safety Equipment	NA	4-5 mo (part time)
Misc. Construction Equipment	NA	4-5 mo (part time)
Platform Heritage		
Cable Pull Winch	1	4-5 mo (part time)
Generator	1	4-5 mo (part time)

Equipment Type	Number	Duration of Use
Air Compressors	2-3	4-5 mo (part time)
Air Tuggers	3-4	4-5 mo (part time)
Hydraulic Winches and Power Units	1-2	4-5 mo (part time)
Weld Machines	3-4	4-5 mo (part time)
Rigging and Installation Aids	NA	4-5 mo (part time)
Equipment Storage Units	3-6	4-5 mo (part time)
Scaffolding	NA	4-5 mo (part time)
Splicing Equipment	NA	4-5 mo (part time)
Test Equipment	NA	4-5 mo (part time)
Safety Equipment	NA	4-5 mo (part time)
Misc. Construction Equipment	NA	4-5 mo (part time)
Marine Vessels		
Cable Installation Vessel	1	30-60 days
- ROV	2	
- Cable Machines	2	
- Cable Storage Areas	2	
- Deck Crane	1	
- Misc. Construction Equipment	NA	
Support Tug	1	10-30 days
- Transfer Boat	1	10-30 days
- Misc. Support Equipment		
Small Nearshore Survey Boats	3-4	5-10 days
- Misc. Support Equipment		
Dive Boat	1-2	30-60 days
- Dive Compressors	2	
- Dive Safety Equipment	NA	
- Misc. Support Equipment	NA	
Mooring Vessel	1	10-15 days
- Anchors for Dive Boats	4-6	
- Surface Buoys	4-6	
- Misc. Support Equipment	NA	
Nearshore Installation Support Skiffs	3-4	10-20 days

Figure ES-1. Project Location

EXHIBIT 1

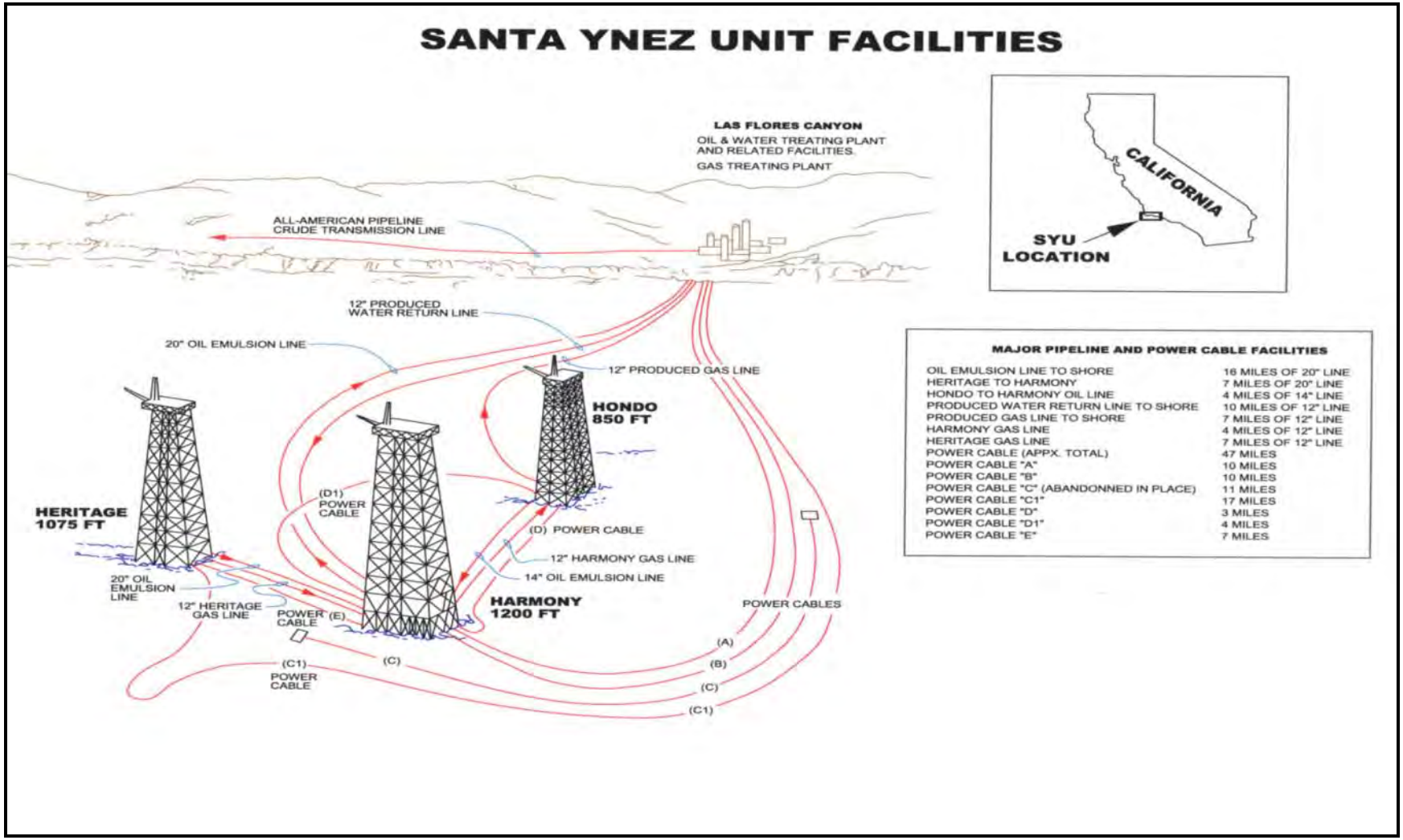
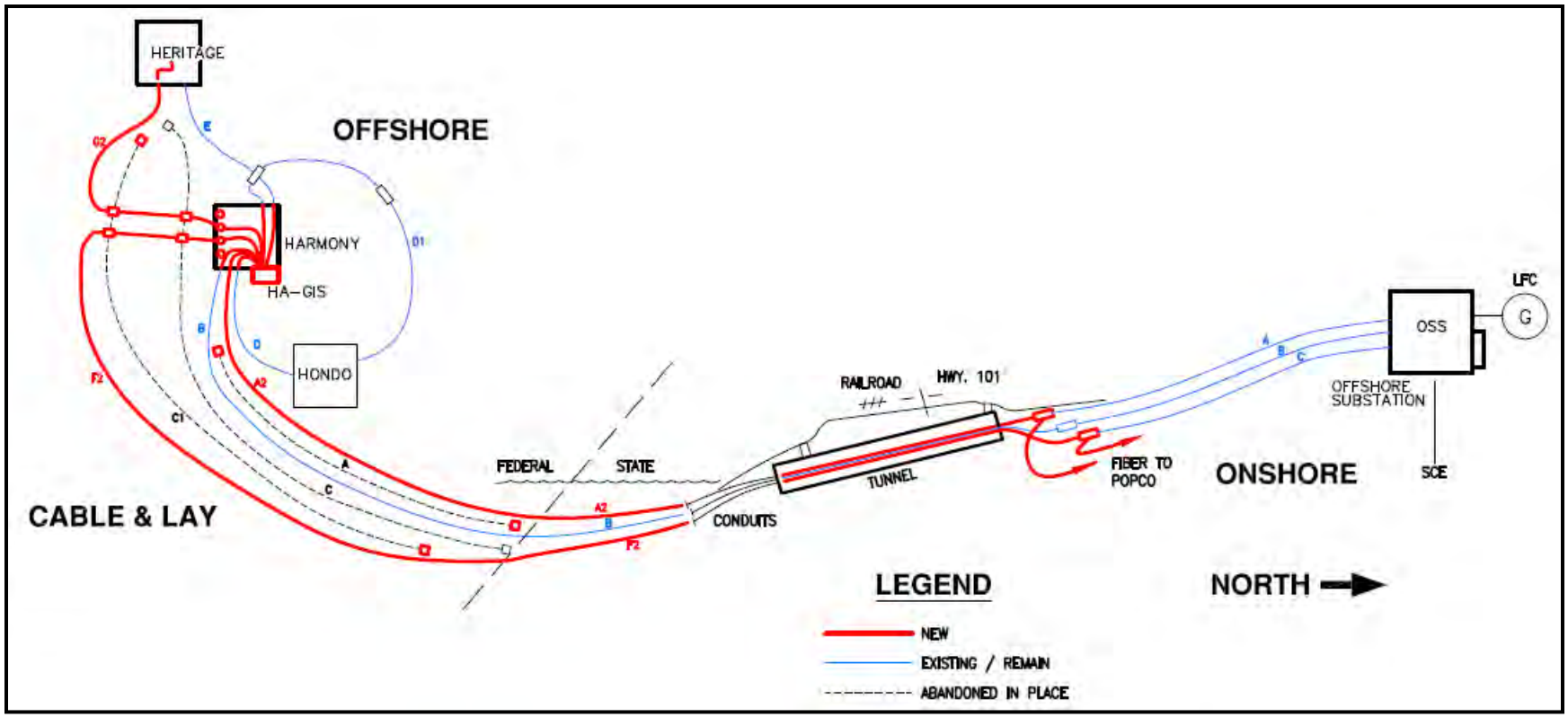


Figure 1-2. Existing Facilities

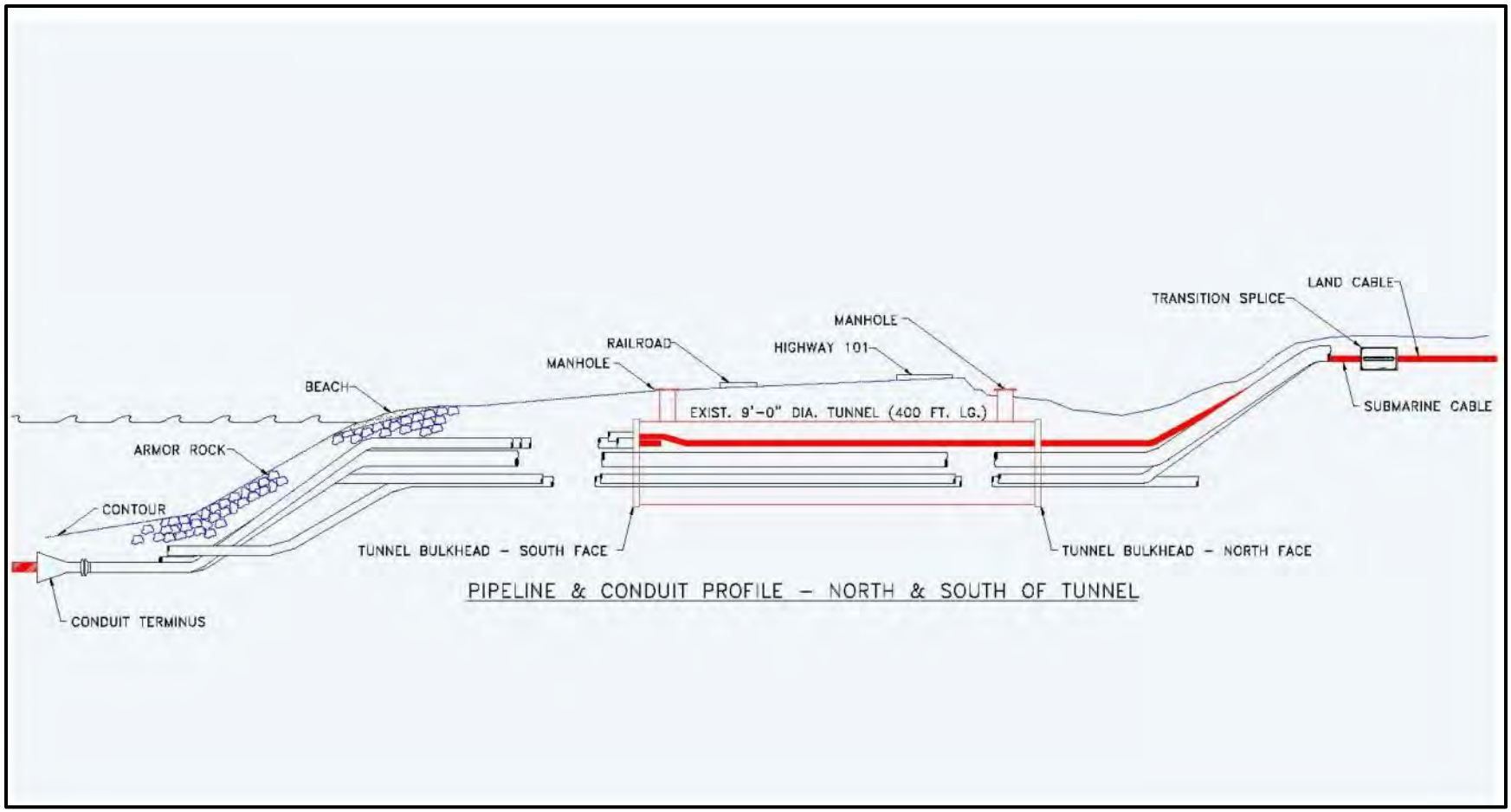
EXHIBIT 2



Red Cables A2 (or B2), F2 & G2 will be installed replacement cables. Blue Cables B (or A), D, D1, & E are existing cables that will remain in operation. Black dashed Cables A (or B), C1 & C will be abandoned in place. Cables A (or B) & C1 will be retrieved in tunnel, conduits, State waters and adjacent to platforms.

Figure ES-2. Proposed Project Components

EXHIBIT 3



Source: ExxonMobil, 2013

Figure 2-4. Diagram of Elevation of Tunnel and Conduit Area

EXHIBIT 4

ATTACHMENT A: PROJECT SPECIFIC CONDITIONS

This permit is subject to compliance with the following conditions:

I. Project Description

1. **Proj Des-01 Project Description.** This Coastal Development Permit is based upon and limited to compliance with the project description, the Zoning Administrator Hearing Attachments A-D, and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

   Santa Ynez Unit Offshore Power System Reliability- B Project (Phase II)

   ExxonMobil proposes to replace two of the three existing power cables that provide electrical power from the onshore Las Flores Canyon Processing Facility (LFCPF) to the Santa Ynez Unit (SYU) Platform Harmony, install a new power cable between the platforms, and replace existing platform electrical equipment. The work proposed under this permit action is part of an overarching project (the Offshore Power System Reliability- B Project/OPSR-B Project) to enhance the reliability of shore-based power distribution systems that provide electrical power to offshore facilities. These power distribution systems include submarine power cables and associated electrical components on offshore platforms that are reaching the end of their useful lives and require replacement on a planned basis instead of on an emergency basis.

   Specifically, the OPSR-B Project would replace existing power Cables A (or B) and C1 with new Cables A2 (or B2) and F2, install new Cable G2 between Platforms Harmony and Heritage, and install new equipment on the platforms. Project activities would include replacement of existing cables, retrieval of existing cables in State waters with the option to recover one cable in Federal waters, replacement of aging high voltage switchgear and electrical components on the platforms, and installation of new electrical equipment for the replacement power cables. The proposed equipment modifications on the platforms would allow for continued development and production of oil and gas resources from the SYU leases. The OPSR-B Project would involve the total retrieval of approximately 12 to 18-miles of power cable and installation of approximately 30 miles of replacement cable in the vicinity of the SYU facilities. The onshore and offshore locations of the project span the jurisdiction of several regulatory agencies on a local to federal level.

Santa Barbara County Jurisdiction

Within the County's jurisdiction between the LFCPF and onshore area of El Capitan State Beach, the project would include replacement of the existing Cable A land-based cable splice with a new cable splice and replacement of existing power Cable A (or B) and Cable C1with new power Cable A2 (or B2) and Cable F2. Cable replacement choices are explained below. Project activities would include installation of a winch to facilitate cable removal, excavation and retrieval of the existing power cables, and replacement of new power cables.

Initial excavation and removal of the existing buried cables would occur at the lower parking area of the LFCPF and extend through a tunnel under Highway 101 to where the cables can be accessed by a manhole at the onshore area of El Capitan State Beach before continuing into the ocean. This is the extent of project activities in the County's jurisdiction. Following excavation, existing Cable A (or B) and Cable C1 would be removed and new submarine Cable A2 (or B2) and Cable F2 would be installed. The decision of whether to replace existing Cable A or Cable B would be determined by a detailed analysis of the cables' condition after they have been exposed. The existing Cable A land-based cable splice would be replaced after existing Cable A has been excavated and exposed, and would thus not result in any additional grading or excavation work, nor would the replacement extend the timeframe of project completion. Staging of construction equipment for the project would occur primarily within the lower parking lot area. Estimated grading quantities would include approximately 850 cubic yards of cut, 700 cubic yards of fill, 125 cubic yards of import, and 175 cubic yards of export. Excavation activities would result in approximately 3,158-square feet of temporary disturbance. No grading would take place on the southern side of the tunnel adjacent to an existing recreational bike path located along the upper shoreline that connects El Refugio and El Capitan State Beaches.

Access to the LFCPF would be provided by existing U.S. Highway 101 and Calle Real Road improvements. Access to El Capitan State Beach and the ocean-side tunnel location would be provided by U.S. Highway 101 and the bike path.

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above, the referenced exhibits, and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved exhibits and conditions of approval hereto. All plans (such as Landscape and Tree Protection Plans) shall be implemented as approved by the County.

Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

2. **Proj Des-02 Project Conformity.** The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of the structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval thereto. All plans (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

II. Mitigation Measures from July 2014 Mitigated Negative Declaration

3. **MM VIS-1: Glare Minimization.** The Owner/Applicant shall ensure any exterior night lighting lights are shielded or re-aimed to minimize glare from night lighting when used onshore or on vessels within 0.5 mile from shore, unless such shielding would conflict with U.S. Coast Guard requirements. **PLAN REQUIREMENTS:** The Owner/Applicant shall develop a Lighting Plan for P&D staff approval incorporating these requirements and showing locations and height of all exterior lighting fixtures with arrows showing the direction of light being cast by each fixture. **TIMING:** Lighting Plan shall be approved by P&D staff prior to issuance of the Coastal Development Permit. Lighting shall be installed in compliance with this measure prior to Final Building Inspection Clearance. **MONITORING:** P&D Compliance Monitoring staff shall inspect lighting upon completion to ensure that fixtures have been installed consistent with their depiction on the final Lighting Plan.

4. **MM AQ-1: Emissions Reporting Plan (ER Plan).** The Owner/Applicant shall prepare an ER Plan to be submitted to the Bureau of Safety and Environmental Enforcement (BSEE) and the Santa Barbara County Air Pollution Control District (SBCAPCD), for review and approval 60 days prior to commencement of cable retrieval or installation activities. The ER Plan shall include: (a) Detailed information of onshore activities, inclusive of internal combustion engine use, duration of use, fuel consumed, and calculated emissions. (b) Detailed information of offshore activities, inclusive of engine use, methods to measure fuel consumption, and calculated emissions from the dynamically positioned cable installation vessel and associated equipment used in the retrieval and installation of the cables. (c) Process for preparation and submittal of daily fuel use and emissions data from the retrieval and installation of the cables (when within 25 miles of Santa Ynez Unit (SYU) facilities, which shall be provided to BSEE and the SBCAPCD. (d) Statement that a summary of the daily and total fuel use and emissions associated with the Project shall be submitted to and the Santa Barbara County Air

Pollution Control District (SBCAPCD) to verify compliance with SBCAPCD rules and regulations and Project-specific permit conditions within 60 days of Project completion. (e) An air quality contingency plan (AQC Plan) that identifies potential measures that could be implemented by the contractors to reduce, defer or eliminate emissions without adversely impacting safety or Project completion. (f) An air quality contingency plan (AQC Plan) that identifies potential measures that could be implemented by the contractors to reduce, defer or eliminate emissions without adversely impacting safety or Project completion. **PLAN REQUIREMENTS:** The Owner/Applicant shall develop an Emissions Reporting Plan verifying compliance with SBCAPCD rules and regulations and Project-specific permit conditions. **TIMING:** The plan shall be submitted to SBCAPCD for review and approval 60 days prior to commencement of cable retrieval or installation activities. **MONITORING:** The Owner/Applicant shall submit the plan to SBCAPCD for compliance with this measure.

5. **MM AQ-3: Construction Emissions Reduction.** The Owner/Applicant shall implement the following measures as required by State law: (a) All portable diesel-powered construction equipment shall be registered with the State's portable equipment registration program OR shall obtain an Air Pollution Control District permit. (b) Fleet owners of mobile construction equipment are subject to the California Air Resources Board (CARB) Regulation for in-use off-road Diesel Vehicles (the purpose of which is to reduce diesel particulate matter [PM] and criteria pollutant emissions from in-use [existing] off-road diesel-fueled vehicles). (c) All commercial diesel vehicles are limited to an engine idling time of five minutes while loading and unloading; electric auxiliary power units should be used whenever possible. (d) The following measures shall be implemented to the maximum extent feasible: (i) Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible. (ii) Diesel powered equipment should be replaced by electric equipment whenever feasible. (iii) If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by Environmental Protection Agency or California. (e) Catalytic converters shall be installed on gasoline-powered equipment, if feasible. (f) All construction equipment shall be maintained in tune per the manufacturer's specifications. (g) The engine size of construction equipment shall be the minimum practical size. (h) The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. (i) Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite. **PLAN REQUIREMENTS**: This condition shall be shown on Project plans. The Owner/Applicant shall implement required measures to reduce construction emissions. **TIMING**: Measures shall be implemented prior to commencement of onshore Project activities.

6. **MM AQ-4: Dust Control Measures.** Dust generated by onshore construction activities shall be kept to a minimum with a goal of retaining dust on site. During construction, clearing, grading, earth moving, excavation, or transportation, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and create a crust after each day's activities cease. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Additionally, the following measures shall be implemented to further reduce the potential for dust generation on site: (a) Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour (mph). (b) Minimize amount of disturbed area and reduce on site vehicle speeds to 15 mph or less. (c) If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days 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 tarped from the point of origin. (d) Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. (e) After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. (f) The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to Grading Inspector prior to issuance of grading permit. **PLAN REQUIREMENTS**: These dust control requirements shall be noted on all grading and building plans. **PRE-CONSTRUCTION REQUIREMENTS**: The contractor or builder shall provide P&D monitoring staff and APCD with the name and contact information for an assigned onsite dust control monitor(s). **TIMING**: The dust monitor shall be designated prior to issuance of grading permit. The dust control components apply from the beginning of any grading or construction throughout all development activities until Final Building Inspection Clearance is issued. **MONITORING:** P&D processing planner shall ensure measures are on plans. P&D grading and building inspectors shall spot check; Grading and Building shall ensure compliance onsite. APCD inspectors shall respond to nuisance complaints.

7. **MM TBIO-1: Terrestrial Wildlife Awareness Training.** The Owner/Applicant shall include awareness training for its contractors of the sensitive species located in Corral Creek. The training shall be conducted by a California State Lands Commission (CSLC) staff-approved biologist, and shall include a description of the species, protection status under the law, the potential range of movement, and what to do in the event one is found within the construction area. This training shall be incorporated into the pre-construction meeting(s) with construction personnel to perform the work. Training materials shall be submitted to P&D and CSLC staff for approval 3 weeks prior to the commencement of Project activities. **PLAN REQUIREMENTS:** The Owner/Applicant shall provide environmental awareness training to its workers. The training shall be conducted by a CSLC-approved biologist. **TIMING**: The Owner/Applicant shall submit training materials

3 weeks prior to commencement of Project activities and provide training prior to the start of onshore work activities and as needed for new personnel accessing the Project site. **MONITORING:** The Owner/Applicant shall submit documentation of training (i.e. signatures of trained employees) to P&D and CSLC staff prior to construction.

8. **MM TBIO-2: Breeding/Nesting Bird Protection.** If onshore Project activities are scheduled to occur between March 1 and August 31, to avoid or reduce potential impacts to nesting special-status avian species, and/or avian species protected by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code, the Owner/Applicant shall retain a County-approved biologist to conduct a pre-construction nesting survey for special-status avian species within 2 weeks prior to Project implementation. The survey shall be conducted within the Project and buffer areas during the appropriate survey periods for each species. Surveys and survey timing shall follow California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS) approved protocols where applicable. Where active special-status or MBTA/Fish and Game Code-protected bird nest sites are identified or suspected to occur during preconstruction surveys, the County-approved biologist shall provide his/her survey results to the County, CDFW, and USFWS. Upon discussion with Agency staff, an appropriate buffer zone around each nest site will be established depending on each species' protection status, each species' sensitivity or acclimation to human activities, and site conditions (i.e., vegetation and topography). Nesting buffer zones shall be marked with stakes, and signs shall be placed on the stakes indicating that no construction activities are to be conducted in the buffer areas until the areas are cleared by the approved biologist. **PLAN REQUIREMENTS:** If onshore Project activities are scheduled to occur between March 1 and August 31, the Owner/Applicant shall retain a County-approved biologist to conduct a pre-construction nesting survey for special-status avian species. **TIMING:** Any required pre-construction survey(s) must be conducted within 2 weeks prior to Project implementation and any required buffer zones must be established prior to any construction activities. **MONITORING:** P&D Compliance Monitoring staff shall receive results from any required survey(s) from the County-approved biologist for review and approval prior to construction activities. The Owner/Applicant shall demonstrate to P&D Compliance Monitoring staff that buffers were established around any areas identified for protection.

9. **MM CUL-2: Avoidance of Onshore Cultural Resources.** The following measures shall be implemented:
    a. All onshore construction plans shall state that excavation shall be limited to approximately 8 to 9 feet (2.4 to 2.7 meters [m]) below ground surface and to 3 to 6 feet (0.9 to 1.8 m) below the cable from the entry point at the tunnel north wall for a distance of approximately 400 feet (122 m) north of the wall. Evidence of compliance with this mitigation measure shall be documented prior to land use clearance and monitored by the Santa Barbara County (SBC) Environmental Quality Assurance Program Monitor in the field. **PLAN REQUIREMENTS/TIMING:** P&D Permit Processing Planner shall approve

plans prior to issuance of Coastal Development Permit. In areas where native soil would be disturbed, the Owner/Applicant shall have a County-approved archaeologist and a Native American representative monitor construction in compliance with the provisions of the County Archaeological Guidelines. **PLAN REQUIREMENTS/TIMING:** Prior to issuance of Coastal Development Permit, the Owner/Applicant shall submit a contract or Letter of Commitment between the Owner/Applicant and the archaeologist, consisting of a project description and scope of work to P&D Permit Processing Planner for review and approval. The Owner/Applicant shall also provide P&D staff with the name and contact information for the assigned onsite monitor(s) prior to grading permit issuance and pre-construction meeting. **MONITORING:** P&D Compliance Monitoring staff shall confirm monitoring by archaeologist and Native American consultant and P&D grading inspectors shall spot check field work.

b. If potential cultural resource material is encountered during excavation within previously filled areas, work shall be halted until a P&D-qualified archaeologist and Native American representative are consulted. Protection of archaeologically significant material shall be in accordance with SBC Guidelines. **PLAN REQUIREMENTS/TIMING:** The Owner/Applicant shall inform P&D staff immediately if work is halted under this condition. Compliance Monitoring staff shall conduct a site visit to ensure compliance.

c. A pre-construction meeting, inclusive of agency personnel, shall be organized to educate onsite construction personnel as to the sensitivity of archaeological resources in the area. If agency personnel cannot attend, the meeting shall be held and documentation of meeting submitted to those agencies. ExxonMobil personnel shall instruct all construction and Project personnel to avoid removing cultural materials from the property. **PLAN REQUIREMENTS/TIMING:** Evidence of compliance with this mitigation measure shall be documented and submitted to P&D Compliance Monitoring staff.

10. **MM GEO-1: Engineering Design.** The Owner/Applicant shall ensure that all contracts specify that contractors use current industry standards with respect to seismic considerations in engineering designs.

11. **MM HAZ-9: Safety Plan for Tunnel Cable Installation and Removal Operations.** The Owner/Applicant shall prepare a Safety Plan for tunnel cable installation and removal operations that describes procedures that will be followed and safety measures that will be taken to ensure damage to other cables and pipelines does not occur. The plan shall include the method proposed to enable continuous monitoring of cable pull activities in the tunnel and shall apply throughout onshore Project work activities. The procedures shall identify activities during which Santa Ynez Unit operations will be shutdown. The plan shall include a hazards study evaluation of cable installation and removal operations in the tunnel using an appropriate method (e.g., "What-If" or "Checklist"). The study shall identify potential failure modes, protection devices or systems, safety procedures and redundant

safety equipment or measures (levels of protection). **PLAN REQUIREMENTS:** All required safety measures shall be shown on applicable plan sheets. **TIMING:** Procedures and the plan shall be submitted to the Santa Barbara County System Safety Reliability Review Committee (SSRRC) 60 days prior to commencement of the cable installation and retrieval operations for review and comment. **MONITORING:** Compliance Monitoring staff shall spot check in the field.

12. **MM HAZ-10: Execution Plan.** The Owner/Applicant shall prepare an Execution Plan describing cable removal and installation procedures in the onshore tunnel. The plan shall describe measures that will be taken to minimizing the tension/stress that will be placed on cables during cable pulling operations and shall apply throughout onshore Project work activities. The plan shall be submitted to California State Lands Commission staff and the Santa Barbara County System Safety Reliability Review Committee (SSRRC) 60 days prior to commencement of cable removal and installation operations. **PLAN REQUIREMENTS:** All required safety measures shall be shown on applicable plan sheets. **TIMING:** Procedures and the plan shall be submitted to the Santa Barbara County System Safety Reliability Review Committee (SSRRC) 60 days prior to commencement of the cable installation and retrieval operations for review and comment. **MONITORING:** Compliance Monitoring staff shall spot check in the field.

13. **MM HAZ-11: Cable Pulling Operations.** The Owner/Applicant shall de-energize the cables and shutdown the oil and gas pipelines in the tunnel during cable pulling operations in the tunnel, unless the Owner/Applicant can clearly demonstrate to County and California State Lands Commission staffs that cable pulling operations can be performed safely while the cables and pipelines in the tunnel are operating. **PLAN REQUIREMENTS/TIMING:** Cables shall be de-energized and pipelines shut down in the tunnel prior to and during cable pulling operations in the tunnel.

14. **MM WQ-1: Conduit Flushing.** Prior to conduit flushing, the Owner/Applicant shall obtain permission, if required, from the Central Coast Regional Water Quality Control Board (CCRWQCB) to discharge any accumulated material within the conduit. This may require submitting samples and a Report of Waste Discharge to the CCRWQCB. **PLAN REQUIREMENTS/TIMING:** The Owner/Applicant shall obtain required CCRWQCB permission prior to conduit flushing.

15. **MM WQ-2: Stormwater Pollution Prevention Plan (SWPPP).** The Owner/Applicant shall prepare a site-specific SWPPP for use during construction work and submit to P&D and the Central Coast Regional Water Quality Control Board (CCRWQCB) for review and approval. The plan shall be designed to control and minimize erosion from the construction area that could conceivably reach Corral Creek and cause a temporary increase in sediment loading and shall include best management practices (BMPs) to prevent unauthorized releases during construction. The SWPPP shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term

erosion control measures or permanent landscaping. The Owner/Applicant shall submit the SWPPP using BMPs designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The SWPPP shall be a part of the Grading Plan submittal and will be reviewed for its technical merits by P&D. Information on Erosion Control requirements can be found on the County web site re: Grading Ordinance Chapter 14 (http://sbcountyplanning.org/building/grading.cfm) refer to Erosion and Sediment Control Plan Requirements; and in the California Green Code for SWPPP (projects < 1 acre) and/or SWMP requirements. **PLAN REQUIREMENTS:** The SWPPP shall be submitted to P&D and the CCRWQCB for review and approval prior to issuance of Coastal Development Permit. The plan shall be designed to address erosion, sediment and pollution control during all phases of development of the site until all disturbed areas are permanently stabilized. **TIMING:** The SWPPP requirements shall be implemented prior to the commencement of grading and throughout the year. The SWMP requirements shall be implemented between November 1st and April 15th of each year, except pollution control measures shall be implemented year round. **MONITORING:** P&D staff shall perform site inspections throughout the construction phase.

16. **MM REC-1: Recreation Public Safety Measures.** The Owner/Applicant shall adhere to the following conditions to avoid impacts related to public safety during Project construction: (a) During any time that the south tunnel access manhole is open, safety barriers shall be erected in the immediate area to ensure public safety. In addition, speed limits for vehicle traffic along the bike path shall be adhered to pursuant to State Parks rules implemented for public safety. (b) In order to ensure public safety, signs shall be posted alerting cyclists and pedestrians to Project-related work being conducted along the bike path when access to the tunnel is required. Notices shall be posted at least 24 hours prior to any vehicle access. **PLAN REQUIREMENTS:** This condition shall be shown on all plans. **TIMING:** Safety conditions shall be installed/implemented prior to onshore construction work, at least 24 hours prior to onshore construction work, and throughout all onshore project activities as required. **MONITORING:** P&D Compliance Monitoring staff shall receive compliance reports and documentation of signage. Compliance Monitoring staff shall conduct site inspections prior to and during activities in the south tunnel location to ensure installation/implementation of required safety conditions.

17. **MM REC-2: Pre- and Post-Construction Inspections.** The Owner/Applicant shall submit photo-documentation of the physical condition of the bike path at the work area before and after access to the south manhole tunnel to P&D. The Owner/Applicant shall be responsible for any maintenance or repair work necessary, if there is evidence of damage during construction. **PLAN REQUIREMENTS:** Photo-documentation of bike path condition pre-and post- construction activities within south tunnel manhole location. **TIMING:** Photo-documentation shall be submitted prior to and following completion of work activities. **MONITORING:** P&D Compliance Monitoring staff shall receive compliance reports and documentation as well as notification and follow-up

Memorandum

DATE: November 15, 2013

TO: Kathy Pfeifer
Planning and Development
Santa Barbara

FROM: Dwight Pepin, Captain
Fire Department

SUBJECT: APN: 081-230-025; Permit: 13CDH-00062
Site: Las Flores Oil and Gas Facility, Santa Barbara
Project: Coastal Development Permit

The above project is located within the jurisdiction of the Santa Barbara County Fire Department. To comply with the established standards, we submit the following requirement(s).

PRIOR TO COASTAL DEVELOPMENT PERMIT ISSUANCE
THE FOLLOWING CONDITION SHALL BE MET

1. Provide Fire Department a Fire Protection/Safety Plan for the work that will be performed onshore.

These conditions apply to the project as currently described. Future changes, including but not limited to further division, change of occupancy, intensification of use, or increase in hazard classification, may require additional mitigation to comply with applicable development standards in effect at the time of change.

As always, if you have any questions or require further information, please telephone 805-681-5523.

DP:mkb

Santa Barbara County
Air Pollution Control District

November 7, 2013

Kathy Pfeifer
Santa Barbara County
Planning and Development
123 E. Anapamu Street
Santa Barbara, CA 93101

Re: APCD Comments on Exxon Mobil Offshore Power System Reliability Project 13CDP-00000-00062

Dear Ms. Pfeifer:

The Air Pollution Control District (APCD) has reviewed the project, which consists of removal and replacement of out-of-service submarine power cable segments. The existing cable C1 will be replaced with two cables, with cable F2 routed from Platform Harmony to the Las Flores Canyon (LFC) facility and cable G2 from Platform Harmony to Platform Heritage. Cable A (or B) will be replaced with cable A2 (or B2), from Platform Harmony to the LFC facility. Also proposed are modifications to Platforms Harmony and Heritage such as deck extensions, equipment shelters, and cable tie-ins. The project includes excavation and trenching at the Las Flores Canyon facility to install the new cables. Grading for the project consists of approximately 800 cubic yards of cut and fill. The onshore property, a 69-acre parcel zoned AG-II-320, is identified in the Assessor Parcel Map Book as APN 081-230-025 and is located in the unincorporated Gaviota area. The proposed project will be subject to APCD prohibitory rules, permit requirements and conditions. Therefore, APCD will be a responsible agency under the California Environmental Quality Act (CEQA).

Air Pollution Control District staff offers the following suggested conditions:

1. Standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the APCD prior to issuance of land use clearance.

2. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities* establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. The text of the rule can be viewed on the APCD website at www.sbcapcd.org/rules/download/rule345.pdf.

3. Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of ozone precursors and fine particulate emissions from diesel exhaust.

4. All portable diesel-fired construction engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD

permits prior to operation. Construction engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.

5. Prior to land use clearance, APCD permits must be obtained for all equipment and activities that require an APCD permit. An APCD Authority to Construct permit will be required for the cable replacement project, including the marine vessel activity and the onshore grading.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8893 or via email at edg@sbcapcd.org.

Sincerely,

Eric Gage,
Air Quality Specialist
Technology and Environmental Assessment Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: Kenneth Foster
Anthony Lopez
Project File
TEA Chron File

Santa Barbara County
Air Pollution Control District

ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

- If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days 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 tarped from the point of origin.

- Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

  Plan Requirements: All requirements shall be shown on grading and building plans and as a note on a separate information sheet to be recorded with map. **Timing:** Requirements shall be shown on plans or maps prior to land use clearance or map recordation. Condition shall be adhered to throughout all grading and construction periods.

  MONITORING: Lead Agency shall ensure measures are on project plans and maps to be recorded. Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

Santa Barbara County
Air Pollution Control District

ATTACHMENT B
DIESEL PARTICULATE AND NO_x EMISSION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is an updated list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

The following measures are recommended:

- Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements: Measures shall be shown on grading and building plans. **Timing:** Measures shall be adhered to throughout grading, hauling and construction activities.

MONITORING: Lead Agency staff shall perform periodic site inspections to ensure compliance with approved plans. APCD inspectors shall respond to nuisance complaints.

correspondence. Compliance Monitoring staff shall conduct a site visit following Project activities to determine whether maintenance or repair work is necessary. If maintenance or repair work is deemed necessary, Compliance Monitoring staff shall ensure that such work is performed.

III. Conditions Unique to Coastal Development Permits

18. **Rules-10 CDP Expiration-No CUP or DVP.** The approval or conditional approval of a Coastal Development Permit shall be valid for one year from the date of action by the Zoning Administrator. Prior to the expiration of the approval, the review authority who approved the Coastal Development Permit may extend the approval one time for one year if good cause is shown and the applicable findings for the approval required in compliance with Section 35-169.5 can still be made. A Coastal Development Permit shall expire two years from the date of issuance if the use, building or structure for which the permit was issued has not been established or commenced in conformance with the effective permit. Prior to the expiration of such two year period the Director may extend such period one time for one year for good cause shown, provided that the findings for approval required in compliance with Section 35-169.5, as applicable, can still be made.

19. **Rules-29 Other Dept Conditions.** Compliance with Departmental/Division letters required as follows:

    1. Air Pollution Control District dated November 7, 2013;
    2. Fire Department dated November 15, 2013;

IV. County Rules and Regulations/Legal Requirements

20. **Rules-02 Effective Date-Appealable to CCC.** This Coastal Development Permit shall become effective upon the expiration of the applicable appeal period provided an appeal has not been filed. If an appeal has been filed, the planning permit shall not be deemed effective until final action by the review authority on the appeal, including action by the California Coastal Commission if the planning permit is appealed to the Coastal Commission. [Article II § 35-169].

21. **Rules-03 Additional Permits Required.** The use and/or construction of any structures or improvements authorized by this approval shall not commence until the all necessary planning and building permits are obtained. Before any Permit will be issued by Planning and Development, the Owner/Applicant must obtain written clearance from all departments having conditions; such clearance shall indicate that the Owner/Applicant has satisfied all pre-construction conditions. A form for such clearance is available from Planning and Development.

22. **Rules-05 Acceptance of Conditions.** The Owner/Applicant's acceptance of this permit and/or commencement of use, construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the Owner/Applicant.

23. **Rules-23 Processing Fees Required.** Prior to issuance of Coastal Development Permit, the Owner/Applicant shall pay all applicable P&D permit processing fees in full as required by County ordinances and resolutions.

24. **Rules-31 Mitigation Monitoring Required.** The Owner/Applicant shall ensure that the project complies with all approved plans and all project conditions including those which must be monitored after the project is built and occupied. To accomplish this, the Owner/Applicant shall:
    1. Contact P&D compliance staff as soon as possible after project approval to provide the name and phone number of the future contact person for the project and give estimated dates for future project activities;
    2. Pay fees prior to issuance of Coastal Development Permit as authorized by ordinance and fee schedules to cover full costs of monitoring as described above, including costs for P&D to hire and manage outside consultants when deemed necessary by P&D staff (e.g. non-compliance situations, special monitoring needed for sensitive areas including but not limited to biologists, archaeologists) to assess damage and/or ensure compliance. In such cases, the Owner/Applicant shall comply with P&D recommendations to bring the project into compliance. The decision of the Director of P&D shall be final in the event of a dispute;
    3. Note the following on each page of grading and building plans "This project is subject to Mitigation and Condition Compliance Monitoring and Reporting. All aspects of project construction shall adhere to the approved plans, notes, and conditions of approval, and mitigation measures from the Mitigated Negative Declaration (ExxonMobil Santa Ynez Unit Offshore Power System Reliability – B Phase 2 Project) prepared by the California State Lands Commission and dated July 2014;
    4. Contact P&D compliance staff at least two weeks prior to commencement of construction activities to schedule an on-site pre-construction meeting to be led by P&D Compliance Monitoring staff and attended by all parties deemed necessary by P&D, including the permit issuing planner, grading and/or building inspectors, other agency staff, and key construction personnel: contractors, sub-contractors and contracted monitors among others.

25. **Rules-33 Indemnity and Separation.** The Owner/Applicant shall defend, indemnify and hold harmless the County or its agents or officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of this project. In the event that the County fails promptly to notify the Owner / Applicant of any such claim, action or proceeding, or that the County fails to cooperate fully in the defense of said claim, this condition shall thereafter be of no further force or effect.

26. **Rules-37 Time Extensions-All Projects.** The Owner / Applicant may request a time extension prior to the expiration of the permit or entitlement for development. The review authority with jurisdiction over the project may, upon good cause shown, grant a time extension in compliance with County rules and regulations, which include reflecting changed circumstances and ensuring compliance with CEQA. If the Owner / Applicant requests a time extension for this permit, the permit may be revised to include updated language to standard conditions and/or mitigation measures and additional conditions and/or mitigation measures which reflect changed circumstances or additional identified project impacts.

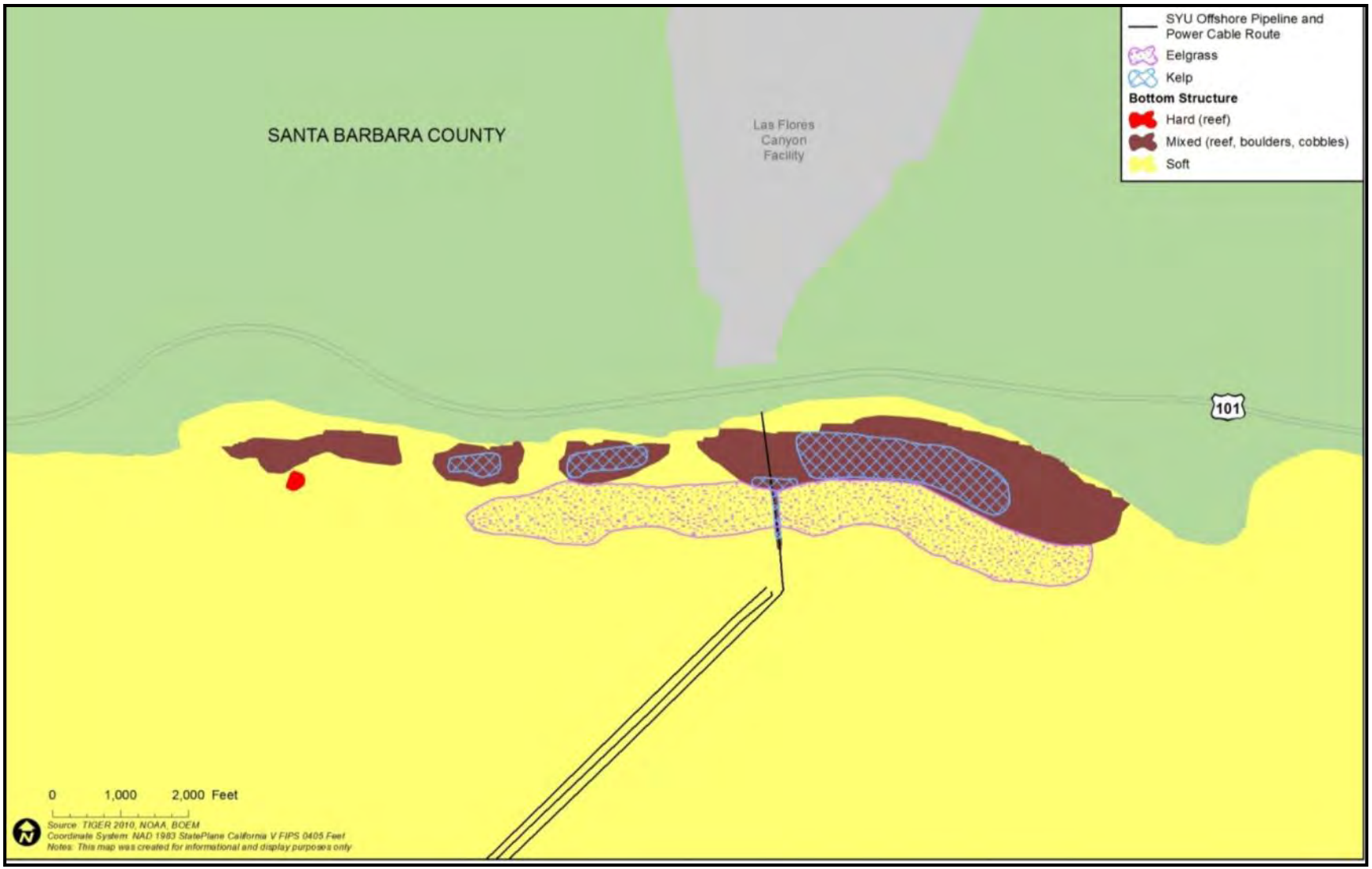


Figure 3.5-2. Hard Bottom, Eelgrass, and Kelp Resources within the Project Area

EXHIBIT 6

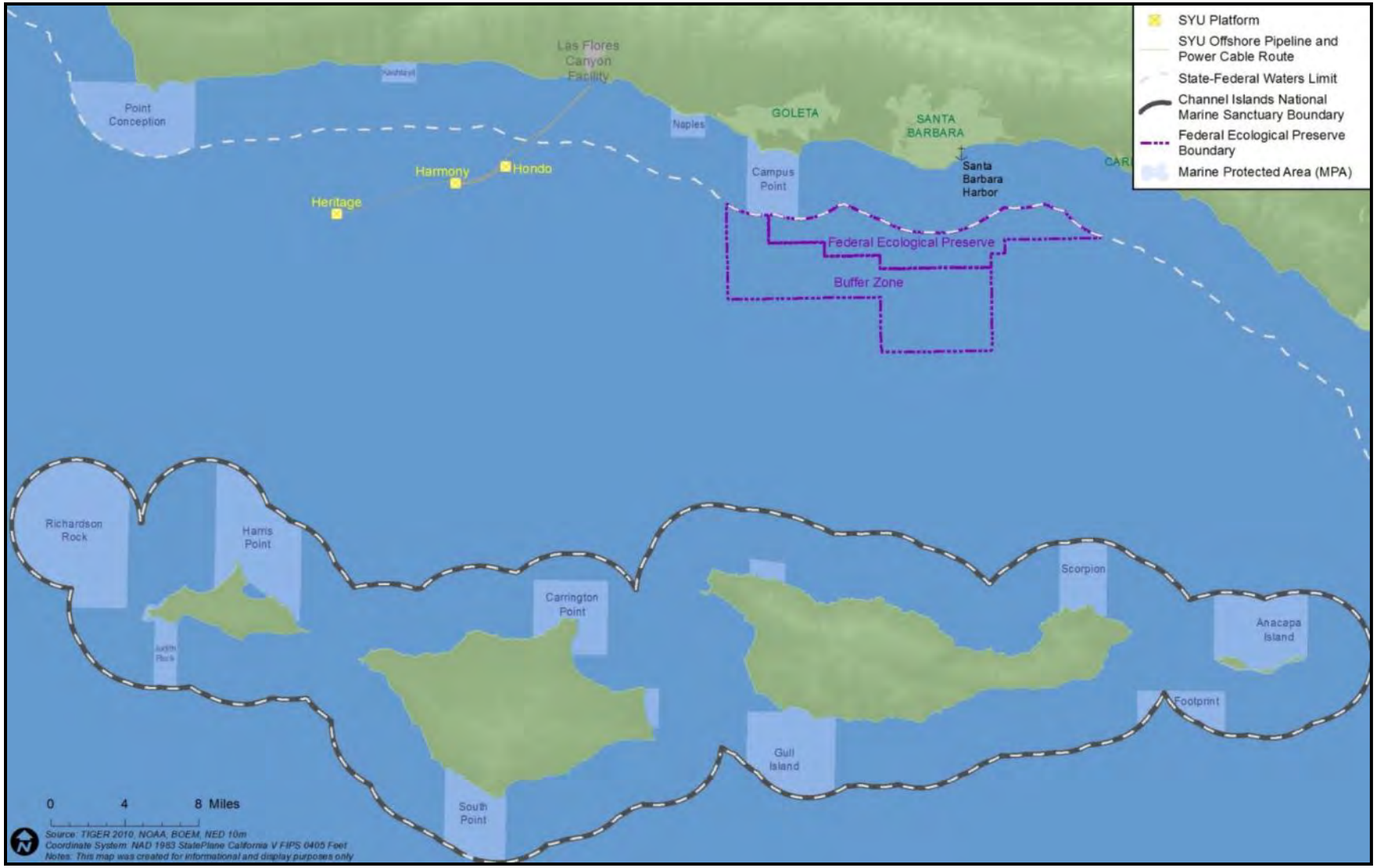


Figure 3.5-3. Marine Protected Areas in Proximity to the Project Area

EXHIBIT 7

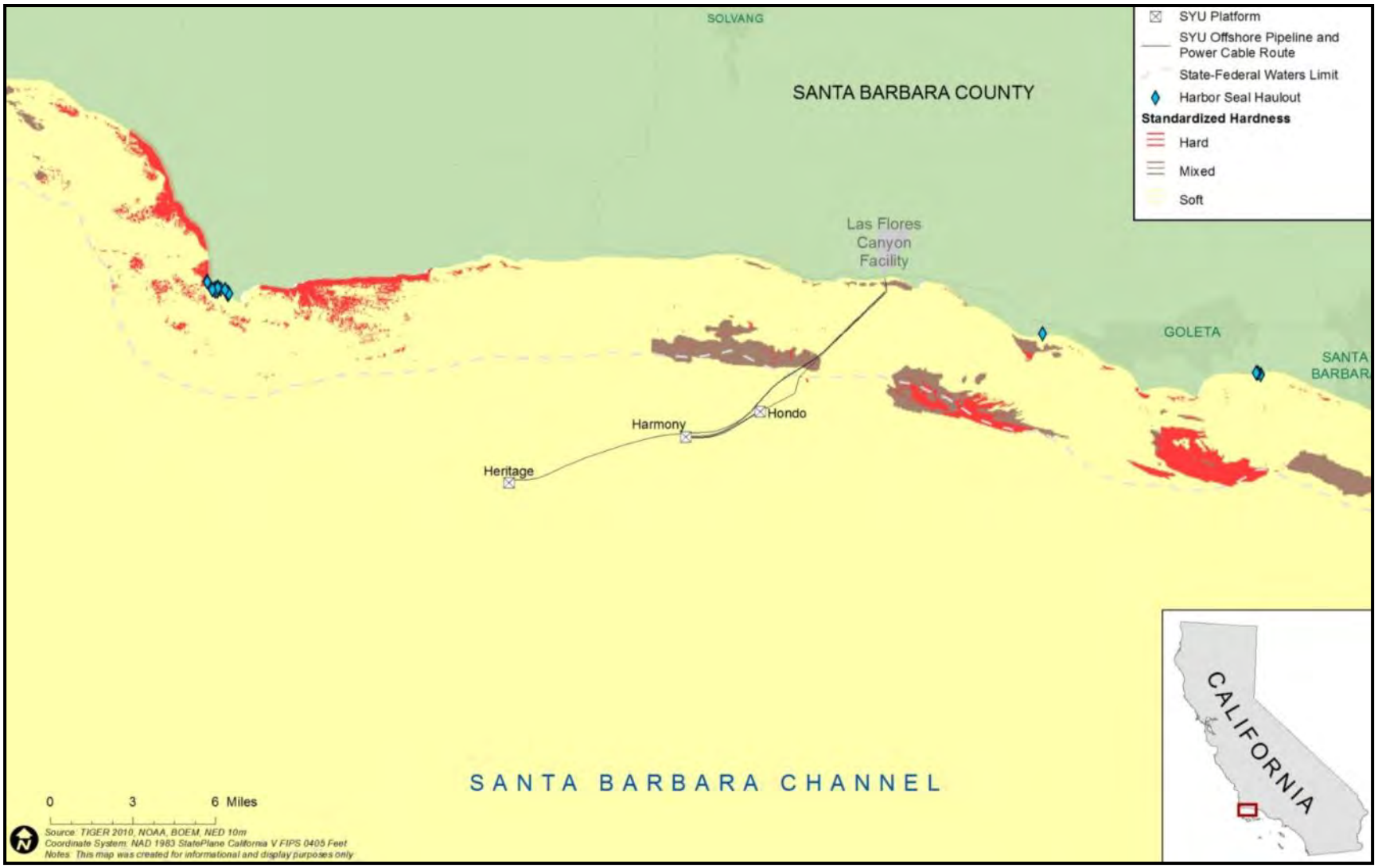
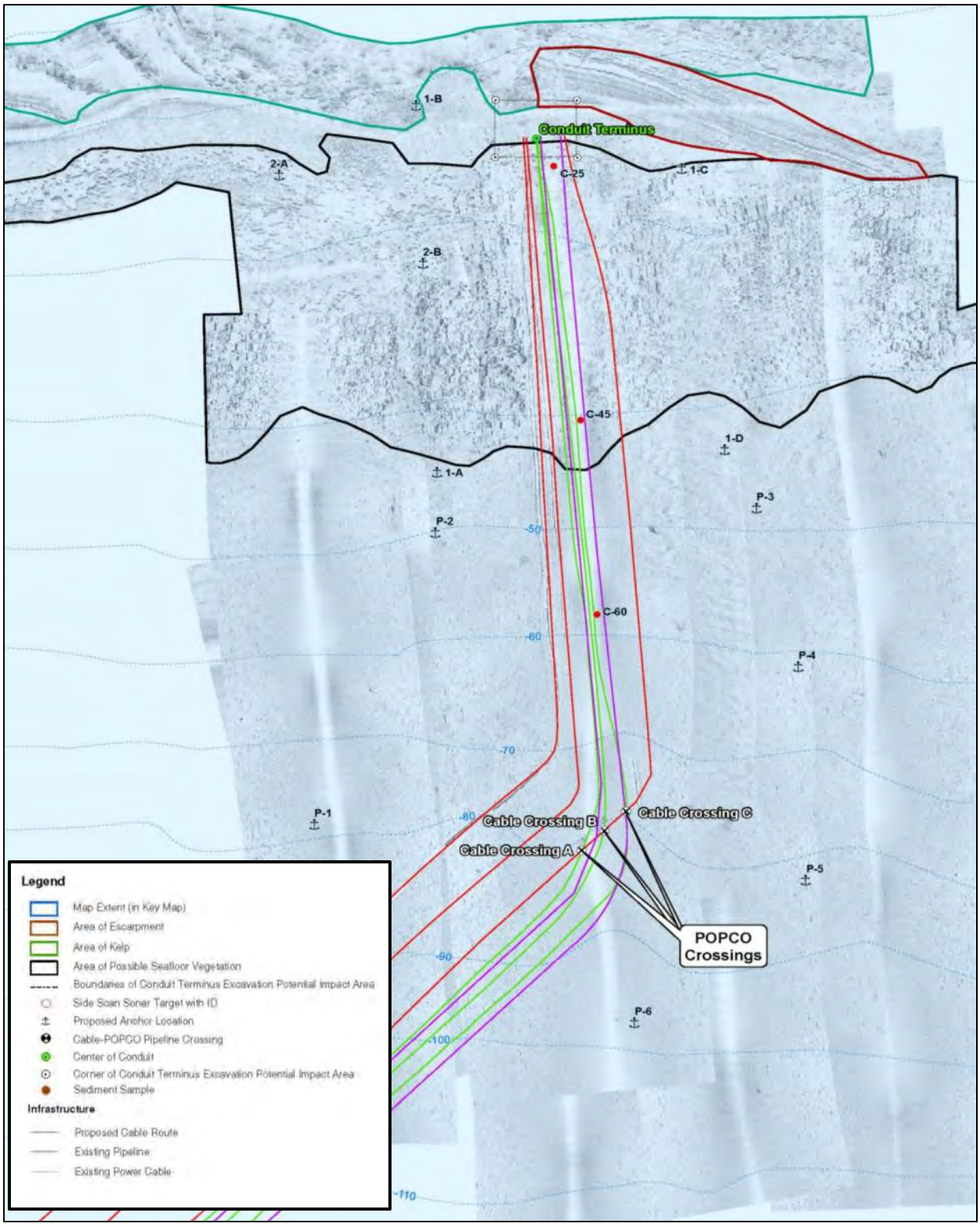


Figure 3.5-5. Marine Mammal Haulouts and Hard Bottom Habitat in Project Area

EXHIBIT 8



Source: Fugro, 2013

Figure 2-5. Anchor Locations for Support Vessels

Craig Fusaro
Joint Oil/Fisheries Liaison Office
928 Garden Street, Suite 2
Santa Barbara, CA 93101
(805) 963-8819, fax 966-2332
e-mail: caflo@cox.net

EXHIBIT 10

RECEIVED
SEP 22 2014
CALIFORNIA
COASTAL COMMISSION

September 18, 2014

Kate Huckelbridge

TO WHOM IT MAY CONCERN:

The following notes were taken during a meeting with Mr. Bill Grady, Ashworth/Leininger Group, on Monday, 9/8/14 regarding planned power cable repair/replacement in the Santa Ynez Unit, western Santa Barbara Channel.

Due to as built configuration for the existing power cables, Cable B has been selected for replacement. It will be removed from shore to Platform Harmony.

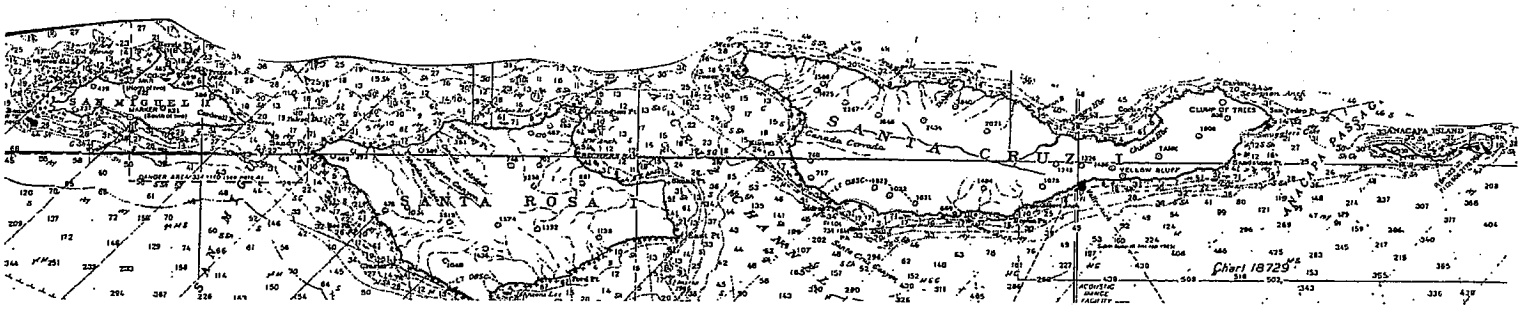
Cable C1 will be removed from the shoreline out to the state waters boundary at 3 miles offshore. A concrete mat will cover the cut end of the cable at 3 miles. Cable C1 will be cut approximately 1.5 miles from Platform Heritage, and similarly matted. An as-installed latitude/longitude coordinate set will be provided to the Liaison Office for these concrete mats. This information will be distributed to trawl fishermen who use the area in order to avoid snagging on the concrete mat with a trawl net.

As the power lines cross the Popco Pipeline, a mat will also be installed at that crossing.

We agreed that a draft Notice To Fishermen should be prepared and ready to distribute to potentially affected fisherman about 40-50 days in advance of the fieldwork, roughly about the time the cable lay vessel leaves it's refurb. Dock in Norway.

Likely commercial fishing activity in the vicinity of the work area was reviewed, and a plan to pre-scout the area for trap gear was agreed upon.

Regarding vessel traffic, ExxonMobil has agreed to follow existing Joint Oil/Fisheries Committee Vessel Traffic Corridors in general, and on consultation, it was decided that a temporary corridor would be beneficial along the cable route, inside of the 30 fathom depth contour, during layment. The temporary corridor will be demarked and included in the Notice to Fishermen noted above.



A fisheries/environmental training session will be conducted in Port Hueneme at some time in May when the cable lay vessel arrives in Port.

The "anchor plan" plat in the MND is described for the vessel Danny C, supporting dive and other operations in the nearshore environs. An as-built chart indicating the cable position, as installed, as well as all concrete matting of cut cable ends, will be supplied to the Liaison Office.

The Liaison Office was invited to participate in a tour of the cable lay vessel at the appropriate time after it arrives in Port Hueneme.