

2 This Mitigated Negative Declaration (MND) has been prepared by the California State  
 3 Lands Commission (CSLC), as lead agency under the California Environmental Quality  
 4 Act (CEQA) (Pub. Resources Code, § 21000 et seq.), to analyze and disclose the  
 5 environmental effects associated with the proposed Port Costa Wharf Deconstruction  
 6 Project (Project). The Project would authorize Phillips 66 Company (Phillips 66 or  
 7 Applicant) to remove an existing non-operational marine oil terminal (MOT) wharf  
 8 located near the town of Port Costa in accordance with the terms and conditions of its  
 9 existing CSLC Lease No. PRC 2869.1, which expires on November 30, 2014. The  
 10 original MOT was constructed around 1908 and later expanded. Operations at the MOT  
 11 site ceased in 1968, and in 1970 a fire destroyed more than half of the wharf, rendering  
 12 it unusable. The 1.16-acre lease area was revised to 0.48 acre in November 1984,  
 13 following removal of timbers and other material destroyed in the fire. The CSLC  
 14 prepared an MND because it determined that, while the Initial Study identified  
 15 potentially significant impacts related to the removal of the existing wharf, measures  
 16 have been incorporated into the Project proposal and agreed to by Phillips 66 that avoid  
 17 or mitigate those impacts to a point where no significant impacts would occur.

18 **PROJECT LOCATION**

19 The Project site is located in the Carquinez Strait in unincorporated Contra Costa  
 20 County, approximately 0.6 mile southeast of Port Costa and east of Carquinez Scenic  
 21 Drive, and comprises approximately 8.89 acres. Benicia is about 0.75 mile northeast  
 22 across the Carquinez Strait, Union Pacific Railroad (UPRR) tracks run parallel to the  
 23 shoreline on an embankment to the west of the site, and segments of the East Bay  
 24 Regional Parks District (EBRPD) Carquinez Strait Regional Shoreline Park are situated  
 25 along the shoreline both downstream and upstream of the wharf remains. The Project  
 26 would be carried out primarily offshore; the only onshore portions are two temporary  
 27 staging areas, one within the former TXI/Pacific Custom Materials, Inc. (TXI) brickyard  
 28 property located southwest of the wharf and the other offsite at the selected contractor's  
 29 shore base. Figures ES-1 through ES-3 show the general Project site location and site  
 30 maps.

31 **PROPOSED PROJECT**

32 To comply with its lease with the CSLC, Phillips 66 proposes to remove/deconstruct all  
 33 concrete and wooden decks and associated fixtures, wood- and steel-reinforced  
 34 concrete piles, mooring dolphins, pipes, and miscellaneous riprap and debris associated  
 35 with the former MOT (Figure ES-2). The Project's goal is the safe removal of all  
 36 remaining materials and improvements associated with the wharf, while maintaining  
 37 embankment stability to ensure the safety of existing, adjacent rail operations.

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Figure ES-1. Project Site Location

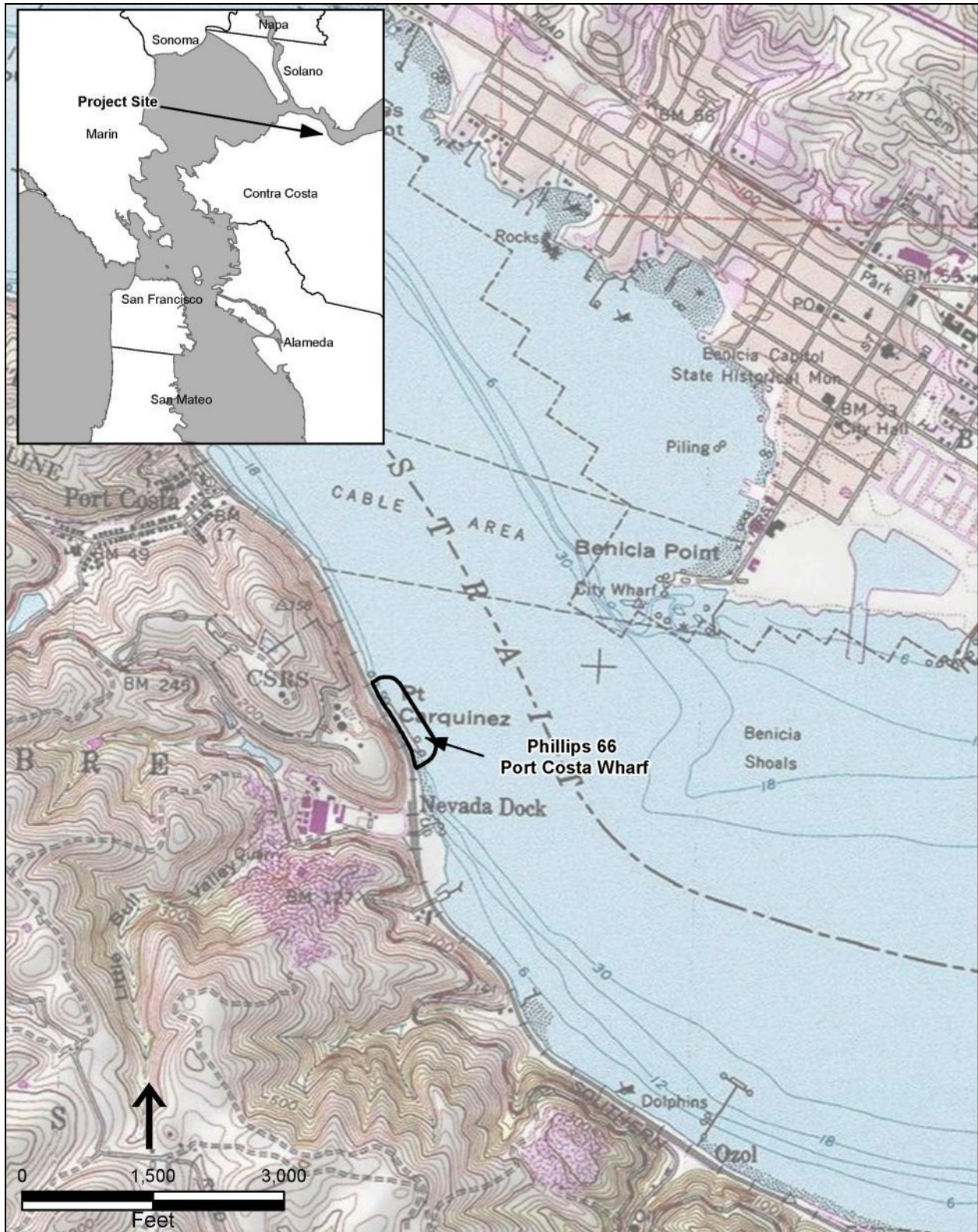
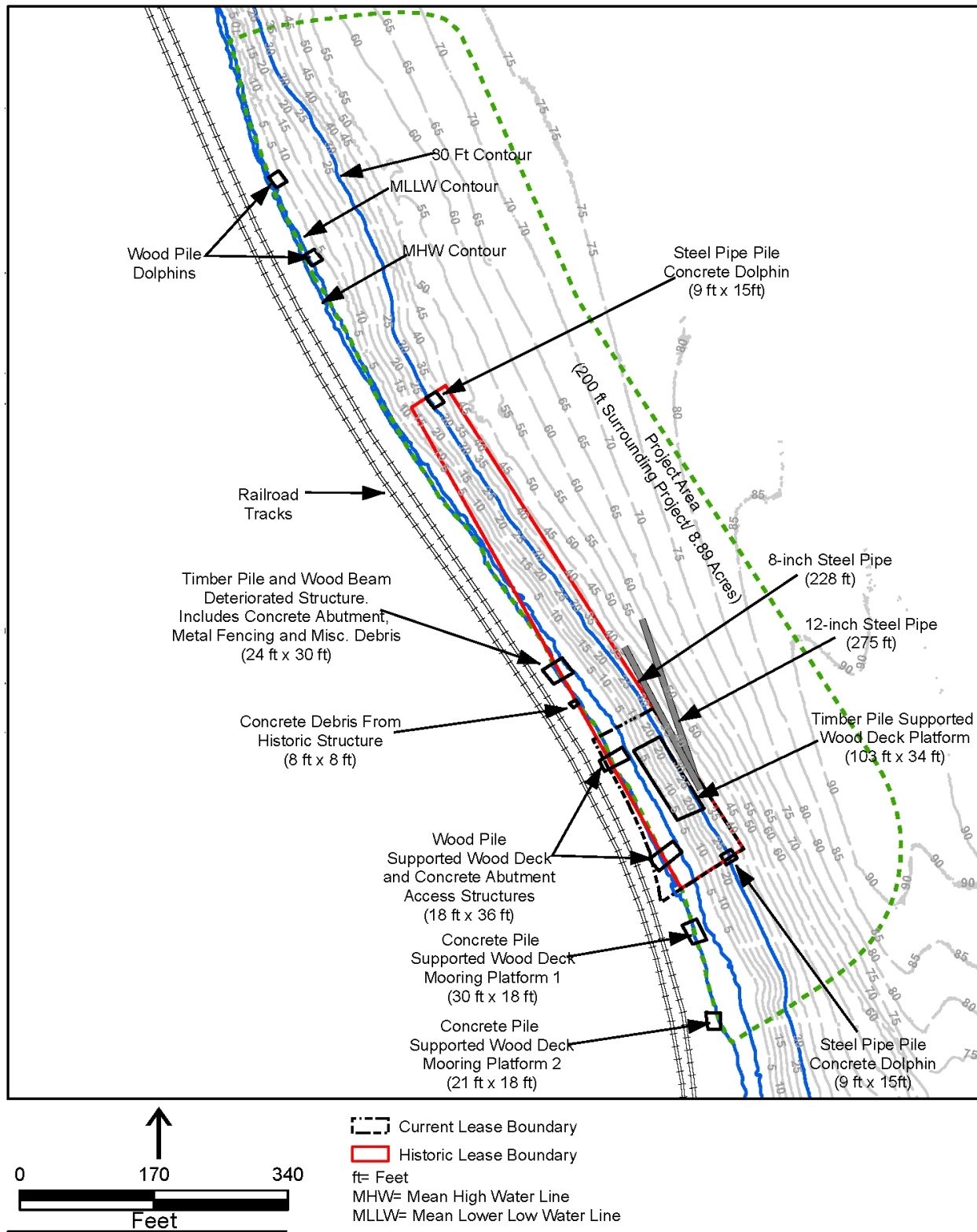


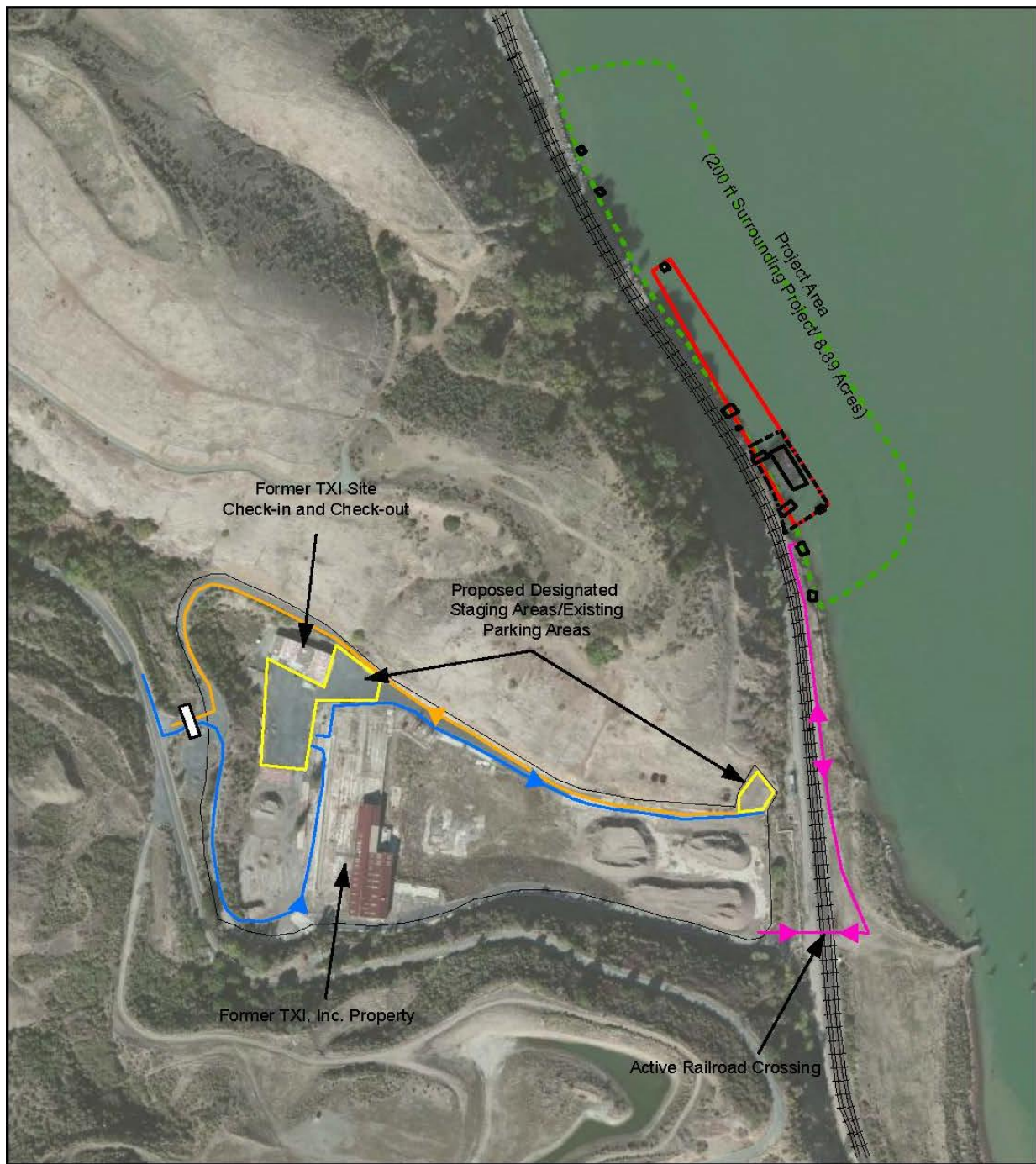
Figure ES-2. Site Map



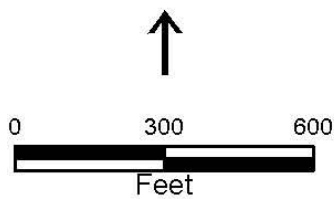


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**Figure ES-3. Potential Onshore Parking and Storage Facilities**



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- Historic Lease Boundary
  - 200 ft Project Buffer
  - Proposed Staging Areas for Parking, Sanitation Stations and Other Incidental Uses (Not to exceed 1.5 acres) within Existing Parking Areas
  - Egress
  - Ingress
  - Pedestrian Path to Site
  - Entry Gate
- ft = Feet

1 Removal of the wharf remnants would involve several types of work activities, including  
2 the use of cutting torches (hot-work), air- or electric-powered tools, rigging equipment,  
3 and barge-mounted cranes. Removal of large structural pieces would have tag lines  
4 attached to facilitate recovery from the Carquinez Strait in the event of an accident.  
5 Deconstruction materials that cannot be salvaged would be disposed of through sale as  
6 components for scrap or disposed of in a permitted landfill. As part of the Project, the  
7 Applicant would attempt to totally remove the piles; however, if total removal is not  
8 successful, the piles would be cut off approximately 2 feet below the mud line.  
9 Deconstruction activities would be conducted for 8 hours a day, 5 days per week.  
10 Phillips 66 plans to complete deconstruction and removal in no more than 5 months.

11 Temporary construction facilities in and near the Project site may be required during the  
12 Project to support the safe and efficient execution of the work. Most temporary facilities  
13 would be located on a barge or in the water (i.e., marker buoys) within the 8.89-acre  
14 Project site. The deconstruction activities would only be conducted from vessels located  
15 offshore and at the selected contractor's existing shore base and associated facilities.  
16 Temporary facilities likely to be located offshore within the Project site include:

- 17 • barge-mounted first-aid and safety stations at the marine work site;
- 18 • barge-mounted portable sanitary stations at the marine work site;
- 19 • barge-mounted office and break areas at the marine work site;
- 20 • barge-mounted secured storage facilities;
- 21 • utilities as required to execute the work; and
- 22 • marker buoys delineating the deconstruction work area.

23 To facilitate completing the deconstruction work, incidental temporary facilities such as  
24 parking, storage of non-hazardous materials (not used for the deconstruction work on  
25 water), and sanitary stations located onshore near the Project site may also be provided  
26 to allow for access from onshore locations for the Applicant, its contractors, site  
27 monitors, or agency representatives. A temporary construction easement would be  
28 needed within the adjacent uplands to accommodate these temporary facilities. The  
29 proposed temporary upland facilities would be located about 700 feet southwest and  
30 upland of the Project site on the adjacent former TXI property (see Figure ES-3). The  
31 selected contractor's shore base and associated facilities may also be used and would  
32 include secured storage facilities, shore-side staging areas, and landings/dock facilities.  
33 These facilities already exist, and, should they be needed, are located off the Project  
34 site and would not require new construction.

## 35 **ENVIRONMENTAL IMPACTS AND PROPOSED MITIGATION MEASURES**

36 The evaluation of environmental impacts provided in this MND is based, in part, on the  
37 Appendix G Checklist. An impact assessment matrix is provided as part of the  
38 evaluation for each environmental issue area, with impact levels defined as follows:

- 1       • **Potentially Significant Impact.** This column is checked if there was substantial  
2       evidence that a Project-related environmental effect may be significant. If one or  
3       more “Potentially Significant Impacts” are identified, a Project Environmental  
4       Impact Report must be prepared.
- 5       • **Less than Significant with Mitigation.** This column is checked when the  
6       Project may result in a significant environmental impact, but the incorporation of  
7       identified applicant or project-specific mitigation measures into the Project will  
8       reduce the identified effect(s) to a less than significant level.
- 9       • **Less than Significant Impact.** This column is checked when the Project would  
10      not result in any significant effects. The Project’s impact was less than significant  
11      even without the incorporation of a project-specific mitigation measure.
- 12     • **No Impact.** This column is checked when the Project would not result in any  
13      impact in the category or the category did not apply.

14    The environmental factors checked below in Table ES-1 would be potentially affected  
15    by this Project; a checked box indicates that at least one impact would be a “Potentially  
16    Significant Impact” except that the Applicant has agreed to Project revisions, including  
17    the implementation of mitigation measures (MMs), that reduce the impact to “Less than  
18    Significant with Mitigation,” as detailed in Section 3 of this MND.

19           **Table ES-1. Environmental Issues and Potentially Significant Impacts**

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forest Resources	<input checked="" type="checkbox"/> Air Quality/Greenhouse Gas Emissions
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology and Soils
<input checked="" type="checkbox"/> Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Land Use and Planning
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Mandatory Findings of Significance	

20    Table ES-2 lists proposed MMs designed to reduce or avoid potentially significant  
21    impacts. With implementation of the proposed MMs, all Project-related impacts would  
22    be reduced to less than significant. A Mitigation Monitoring Program (MMP) has been  
23    developed as a component of the MND (see Section 5.0). Either CSLC staff or a  
24    designee will oversee monitoring procedures and ensure that required measures are  
25    implemented properly.

1 **Table ES-2. Summary of Proposed Project Mitigation Measures**

<b>Air Quality</b>
MM AIR-1a: Basic Construction Measures
MM AIR-1b: Vessels and Equipment
MM AIR-1c: Nearby Sensitive Receptors
<b>Biological Resources</b>
MM BIO-1a: Disturbance Minimization
MM BIO-1b: Worker Environmental Awareness Program (WEAP)
MM BIO-2: Lead-Based Paint (LBP) Management Plan
MM BIO-3: Deconstruction and Seafloor Debris Removal Plan
MM BIO-4a: Bird Nesting Prevention
MM BIO-4b: Pre-deconstruction Nesting Bird Survey and Monitoring
MM BIO-4c: Work Zones around Active Nests
MM BIO-5: Avoidance and Reduced Speed Limits
MM BIO-6: Best Management Practices for Aquatic Invasive Species.
<b>Hazards and Hazardous Materials</b>
MM HAZ-1a: Barge and Shore Base Hazardous Materials Inventory
MM HAZ-1b: Hazardous Materials Management Plan (HMMP)
MM HAZ-2: Post Construction Surveys
<b>Hydrology and Water Quality</b>
MM WQ-1: Water Quality/Storm Water Pollution Prevention Plan
<b>Transportation and Traffic</b>
MM TT-1: Traffic Management Plan

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