

Appendix F

BEST MANAGEMENT PRACTICES

Best Management Practices

To minimize impacts to the environment from implementation of the proposed Project, the following best management practices are hereby incorporated into the Project. These measures would be overseen by environmental quality assurance monitors who would be present during construction activities:

- The use of a water truck as needed during construction operations, but not less than once per day during dry conditions, to keep dust levels caused by movement of vehicles down on the dirt access road.
- Demarcation of the boundary of all three wetland areas along the access road with orange construction fencing, to ensure people and equipment do not enter this area.
- Protection of the riparian area associated with Bell Creek, and the oak saplings east of the creek, by placement of hay bales along the top of the creek bank, to ensure equipment and people do not enter these areas.
- Pre-project and ongoing searches by project environmental monitors for snowy plovers or grunion on the beach, with the condition that if such species are spotted, work would stop or be redirected away from such species.
- Presence of a qualified Environmental Quality Assurance Program monitor under contract of the Santa Barbara County Energy Division onsite to continually assess possible impacts to biological resources, and suggest preventative actions.
- A Fuel and Lubricant Drip Mitigation Plan and Spill Contingency Plan, which:
 - Outlines precautionary actions to avoid fuel spills on-site including the use of protective barriers to be placed under equipment during fueling, as well as banning any refueling of equipment on the beach.
 - Calls for the presence of two Oil Spill Response trailers at the EOF, containing materials and equipment to be utilized in the event of a spill or leak.
 - Allows minimal on-site refueling: Refueling of most mobile equipment offsite; refueling of large, difficult to move equipment in the lay down staging area at the EOF; refueling of non-mobile equipment on the access road, pier or caisson.
 - Prohibits refueling of any equipment or machinery on the beach or beach access ramp.
 - Includes the use of drip pans and fuel sorbant pads during refueling.
 - Calls for a Refueling Operations Log Sheet filled out each time refueling occurred.

- Requires the inspection of hoses and containers to ensure they are free of cracks or signs of deterioration.
- Requires the inspection of equipment on a daily basis for leaks, and filling out of a Daily Leak Inspection Form.
- Prohibits overnight equipment storage on the beach.
- Requires equipment to be removed from the beach and returned to the staging area at the end of each workday and during high tides;
- Requires that equipment allowed on the beach was limited to the area between the beach access ramp and the caisson repair area.
- Consultation with the County Fire Dept. prior to commencement of the project.
- Maintenance of emergency vehicle access throughout the project.
- Adherence to an Emergency Response Plan tailored specifically for the SL 421 piers that details emergency response procedures and containment strategies in the event leakage occurs.
- Prohibition of alteration of the bluff face or toe.
- Complete deconstruction of the beach access ramp upon project completion and replacement of sand to its approximate former location.
- Repair to the dirt access road following non-project-related water damage, to ensure further erosion did not occur from use of the road for the project.
- Appropriate disposal of concrete debris, rebar, shaley mud, sand, contaminated water, and sorbant pads at off-site recycling service centers and waste management centers.
- Continued visual monitoring of the entire pier structure, as weather permits, for detection of new leaks is appropriate. Particular attention should be paid to the following areas:
 - The side and bottom perimeters of the new wall
 - The face of the new wall
 - The remainder of the old wall that has not been covered by the new wall. This includes both sides of the structure (East and West), in their entirety.
- Venoco will install and maintain warning signs during project construction.
- Minimize nighttime work
- Equipment shall be returned to the staging area or the top of the pier at the end of each workday.
- The beach around the project site shall be regularly inspected for debris. If debris is found (such as concrete, rebar, etc) it will be promptly removed and disposed of.
- When necessary, store debris piles temporarily on the upper reaches of the beach, overnight, for pick-up the next day. Whenever this occurs, the debris shall be marked with caution tape to prevent injury or hazard to members of the public.
- Public access to this stretch of beach will remain open to the public. Passersby will be allowed to pass underneath the pier as they would normally. Passage will only be restricted when construction activities posed a safety risk, as determined by the construction manager and/ or environmental monitor.
- The environmental monitor will inspect the beach around the project site regularly for debris. If debris are found (such as concrete, rebar, etc), construction crews will remove and disposed of promptly.
- Fill in any trenches dug in the seaward side of piers before the end of each workday.

- Photo-document the dirt access road and the City of Goleta roads before and after the project, to document road conditions and assess impacts, if any.
- Use plastic sheeting, placed behind the bottom panels of the new wall, to form a plug to prevent the cement slurry from seeping out from the new wall face.