ADDENDUM TO MITIGATED NEGATIVE DECLARATION

CHEVRON LONG WHARF MAINTENANCE AND EFFICIENCY PROJECT

State Clearinghouse No. 2016082014

June 2017

CEQA Lead Agency:
California State Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento, CA 95825

Project Proponent:
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MISSION STATEMENT

The California State Lands Commission provides the people of California with effective stewardship of the lands, waterways, and resources entrusted to its care through preservation, restoration, enhancement, responsible economic development, and the promotion of public access.

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LONG WHARF MAINTENANCE AND EFFICIENCY PROJECT
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LIST OF ABBREVIATIONS AND ACRONYMS USED IN THIS DOCUMENT

APM	Applicant Proposed Measure
CEQA	California Environmental Quality Act
CSLC	California State Lands Commission
dB	Decibel
dBA	A-Weighted Decibel
DEPM	Division of Environmental Planning and Management
EIR	Environmental Impact Report
GHG	Greenhouse Gas
Leq	Equivalent Sound Level (Using A-Weighting)
MMP	Mitigation and Monitoring Plan
MND	Mitigated Negative Declaration
MOTEMS	Marine Oil Terminal Engineering and Maintenance Standards
SCH	State Clearinghouse

1.1 PROJECT LOCATION AND BACKGROUND

On December 6, 2016, the California State Lands Commission (CSLC), as lead agency under the California Environmental Quality Act (CEQA), adopted a Mitigated Negative Declaration (MND) for the Chevron Long Wharf Maintenance and Efficiency Project (Project) (State Clearinghouse [SCH] No. 2016082014) (Item C25, December 6, 2016). The Project site is located in central San Francisco Bay (Bay), just south of the eastern terminus of the Richmond-San Rafael Bridge, adjacent to the Chevron Richmond Refinery, Contra Costa County. Figure 1-1 shows the Project site and vicinity.

1.2 ORIGINAL PROJECT

The Project authorizes Chevron Products Company (Chevron) to implement modifications to four berths at the Chevron Richmond Refinery Long Wharf (Long Wharf) to: improve its efficiency; comply with Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS)[1] requirements; and enhance the safety of crews and operators. Project construction is scheduled to begin in 2018 and be completed in 2022. The Richmond Long Wharf operates 7 days per week, and most Project construction work must be conducted while ships are not at the berth under construction. As described in the MND, the Project includes a seismic retrofit to the Berth 4 loading platform consisting of the installation of piles and over-water structures and the following modifications to four berths (Berths 1, 2, 3, and 4):

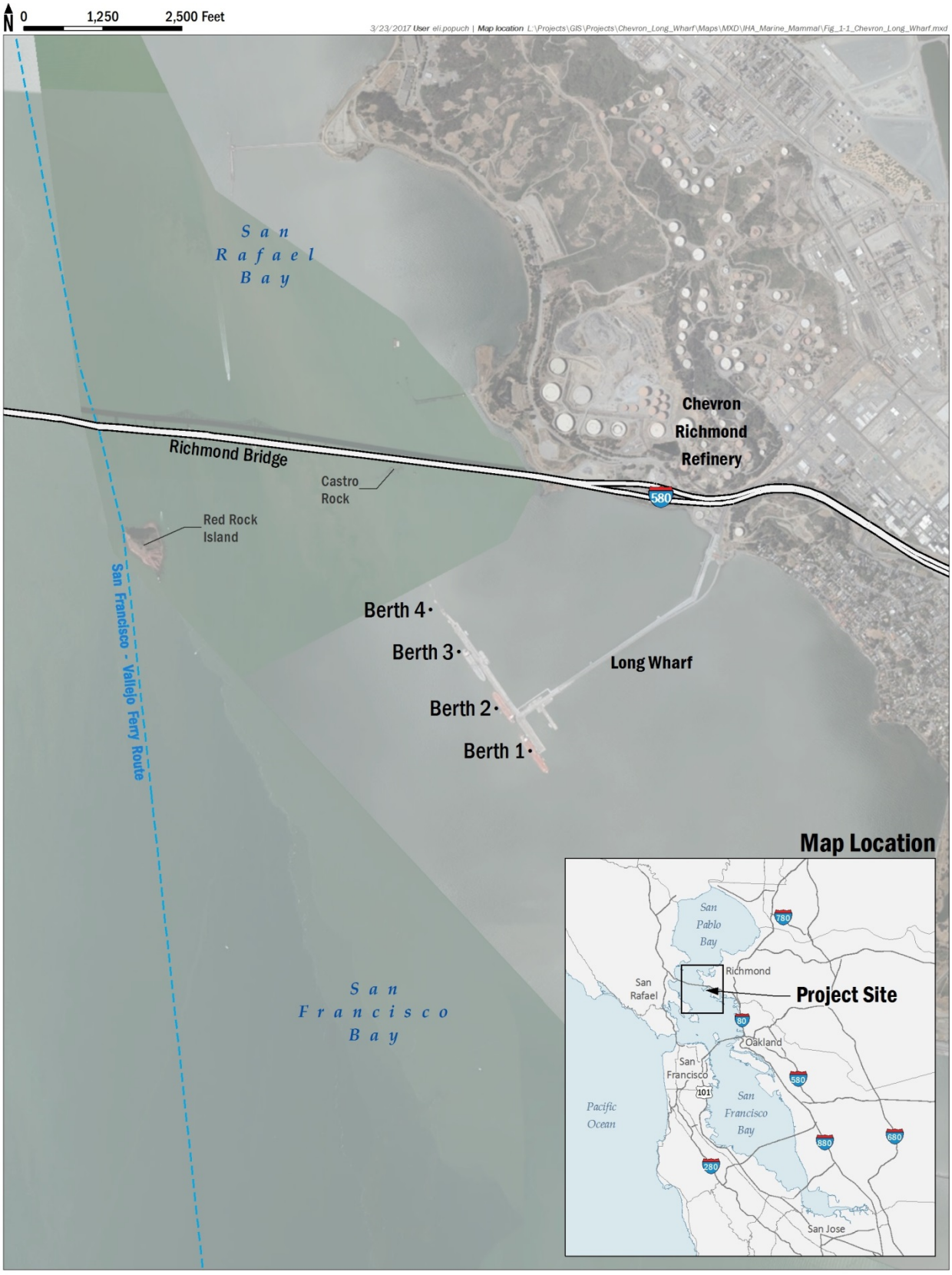
- Replace gangways and cranes
- Add new mooring hooks, standoff fenders, dolphins and catwalks
- Modify the fire water system

1.3 PROJECT MODIFICATION

Section 3.12 (Noise) of the MND stated that construction activities would not occur at night or on weekends or legal holidays. Following the recent detailed development of the construction schedule, Chevron has determined that construction work on some weekends and holidays may be required in order to maximize and efficiently use scheduled berth outages, minimize disruption to Long Wharf operations so that the Long Wharf can remain operational during construction, and complete in-water work during the approved work window from June 1 to November 30 each year in accordance with the National Marine Fisheries Service Long Term Management Strategy. Therefore, the CSLC has prepared this Addendum to analyze the effects of occasional work on weekends and holidays as-needed (Project modification").

[1] MOTEMS are codified in California Code of Regulations, title 24, California Building Code, Chapter 31F—Marine Oil Terminals (Cal. Code Regs., tit. 24, § 3101F et seq.).

Figure 1-1. Project Location



Under normal operations, vessels are present at Berth 2 and 3 nearly 70 to 80 percent of the time, and at Berths 1 and 4 nearly 50 percent of the time. For Berth 2, 70 to 80 percent occupancy equates to a vessel being present about 6 days per week. The single day per week when a vessel is not present at Berth 2 could fall on a weekend or holiday, and therefore, all construction work from barges would need to performed during that one available day to avoid impacting regular operation of the Long Wharf.

For more complicated activities involving barges lifting heavy equipment or driving piles, episodically, there would be berth outages (when a ship cannot call the berth) scheduled for 3- to 9-day durations. These outages may also potentially include weekend or holiday days. Any relatively noisy activities within these outages, such as driving the eight steel piles at Berth 4, are anticipated to be very low frequency, short duration events where the act of driving the pile is anticipated to take less than 2 hours per pile and may or may not fall on a weekend or holiday. Consistent with the original project, no nighttime construction will occur.

1.4 PROJECT BACKGROUND AND OBJECTIVES

The Long Wharf has been in its current location since the early 1900s.[2] The Long Wharf, which has six active transfer berths for receiving raw materials and shipping final products, accommodates the transfer of roughly 145 million barrels per year of crude oil, refined oil and petroleum products. During 2014 and 2015, the Long Wharf had an average of 710 vessel and barge calls per year. The existing gangways, which are used to access ships that call at the Long Wharf, were installed in 1972 (except at Berth 4, where the current gangway was installed in 2012).

The Long Wharf's operations are regulated primarily by the CSLC through a State Lands lease (Lease No. PRC 8818), CSLC regulations (Cal. Code Regs., tit. 2, § 2300 et seq.), and MOTEMS. In 2009, Chevron and the CSLC executed the Long Wharf 30-year Lease Agreement (Lease) and certified the Chevron Richmond Long Wharf Marine Terminal Lease Consideration Environmental Impact Report (Lease EIR) (SCH No. 1998112080) (Item C42, January 29, 2009). A subsequent lawsuit challenged the Lease EIR pursuant to CEQA, and in 2011, the California Court of Appeal upheld the Lease EIR and Lease in *Citizens for East Shore Parks v. State Lands Commission* (2011) 202 Cal. App. 4th 549. Execution of the Lease triggered Chevron's compliance requirements pursuant to Attachment D, Mitigation Monitoring Program (MMP) of the Lease EIR. To demonstrate compliance with the conditions in the Lease EIR MMP, CSLC staff representatives conducted a series of annual onsite audits of Chevron's Lease compliance documentation between 2010 and 2014. Since 2010, CSLC staff has found Chevron to be in full compliance with all of the Lease EIR MMP requirements. Due to consistent compliance with all conditions, the audits were changed to every 2 years in 2015.

[2] A detailed history of Long Wharf construction and operations is available in the EIR for the Chevron Richmond Long Wharf Marine Terminal Lease Consideration (CSLC 2006).

Operating efficiency at the Long Wharf would be improved by eliminating current restrictions on vessel approach speeds at Berth 2 and balancing use of Berths 1, 2, and 3 by modifying Berth 1 to accept barges. The Berth 4 loading platform would be seismically retrofitted in compliance with MOTEMS to stiffen the structure and minimize the movement in the event of a Level 1 or 2 earthquake.[3]

Replacing portable gangways with permanent gangways at Berths 1, 2, and 3 will improve the safety of crews and operators. The new gangways are needed to accommodate changes in the vessel fleet (e.g., hull geometry) over the years and to accommodate sea-level rise. The existing Berth 2 fender system was designed and installed in 1940. Since then, design requirements have changed and vessel size has increased significantly. The timber pile fender system at Berth 2 does not meet current MOTEMS standards for berthing velocity, whereas existing fenders at Berths 1 and 4 are MOTEMS compliant.

The objectives of the Project as approved in December 2016, therefore, are to upgrade Berths 1, 2, 3, and 4 to:

- Comply with current MOTEMS requirements
- Improve efficiency of the Long Wharf
- Perform a seismic retrofit to the Berth 4 loading platform in compliance with MOTEMS to stiffen the structure and minimize the movement in the event of a Level 1 or 2 earthquake
- Eliminate berthing velocity restrictions at Berth 2
- Improve safety conditions for crews and operators
- Accommodate all sizes of vessels that visit the Long Wharf

[3] Level 1 Earthquake: No or minor structural damage without interruption in service or with minor temporary interruption in service. Level 2 Earthquake: Controlled inelastic behavior (prevention of structural collapse) with repairable damage resulting in temporary closure, service restorable within months, and the prevention of a major spill, defined as 1,200 barrels of a petroleum product.

2.0 DESCRIPTION OF PROJECT MODIFICATION

2.1 ADDENDUM PURPOSE AND NEED

Pursuant to State CEQA Guidelines section 15164, once a MND has been adopted for a project, no subsequent document shall be prepared unless the lead agency determines certain specific circumstances are present. These circumstances only occur when there is the involvement of a new significant impact or a substantial increase in a previously identified impact. If the proposed changes do not involve a new or substantially increased significant impact resulting from a change in the project or a change in the circumstances under which a project would occur, but instead reflect minor modifications or additions, the lead agency is to prepare an addendum to the CEQA document, in this case, the previously adopted MND for the Project.

The purpose of this Addendum to the MND is to verify that the Project modification allowing construction work to occur on weekend and holiday days would not cause significant, adverse impacts to the environment. As presented below, none of the conditions described in State CEQA Guidelines section 15162 calling for the preparation of a subsequent environmental document has occurred. As a result, an addendum is the appropriate CEQA document for analysis and consideration of the proposed Project schedule change.

Circulation of an addendum for public review is not necessary (State CEQA Guidelines, § 15164, subd. (c)); however, the addendum must be considered in conjunction with the previously adopted MND for the Project by the decision-making body (State CEQA Guidelines, § 15164, subd. (d)).

2.2 COMPONENTS OF PROJECT MODIFICATION

The Project modification would consist of allowing the Project to work on weekends and holidays, where necessary, to maximize scheduling opportunities to work when Berths are unoccupied and minimize disruption to Long Wharf operations. Chevron's Applicant Proposed Measure (APM) **APM NOI-3** (Prohibit the start-up of machines or equipment before 7 a.m. and after 7 p.m. Monday through Friday) discussed on page 3-90 of the MND has been expanded as a result of the Project modification. APM NOI-3 would be expanded to also prohibit the start-up of machines or equipment before 9 a.m. and after 7 p.m. on weekends and holidays. There would be no changes to any other Project features described in the adopted MND.

The following comparative analysis was undertaken to analyze whether the Project modification proposed by Chevron would have any significant environmental impacts that were not addressed in the MND adopted by the CSLC in 2016. The comparative analysis (1) discusses whether impacts are increased, decreased, or unchanged from the conclusions discussed in the MND, and (2) addresses whether any changes to mitigation measures are required. The MND and this Addendum found no impacts to occur to the following environmental issue areas included in the State CEQA Guidelines Appendix G Environmental Checklist: Agriculture and Forestry Resources, Cultural and Paleontological Resources, Cultural Resources–Tribal, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, and Recreation; therefore, they are not discussed further in this Addendum.

The environmental issue area that the proposed schedule change may affect the most is associated with Noise, which is addressed first followed by the remaining issue areas.

Noise. The nearest sensitive noise receptors are residences along the northern portion of Ocean Avenue in Pt. Richmond, which are approximately 4,700 feet east of the Project site. The City of Richmond (City) Community Noise Ordinance construction noise thresholds that apply to this area are:

- 60 dB: weekdays
- 55 dB: weekends and legal holidays from 9:00 a.m. to 8:00 p.m.

The noise analysis in the MND showed that modeled construction noise from the Project during weekdays could range from 55 to 56 decibels (dB) at the closest sensitive noise receptor without the use of any noise shielding, which was below the City threshold of 60 dB for weekdays but could potentially exceed the weekend threshold of 55 dB by 1 dB. The analysis presented in the MND represents the worst-case, conservative noise exposure because it did not consider noise attenuation associated with intervening structures and atmospheric absorption. Implementation of measures to minimize ambient noise, discussed below, will reduce construction-related sound levels below the 55 dB threshold of significance for weekend and legal holiday noise.

During construction that would occur on occasional weekends and holidays, Chevron would implement Applicant Proposed Measures (APM), as described in the MND (see Table 3-1). In particular, implementation of APM NOI-8, using noise-attenuating buffers such as structures or truck trailers between noise generation sources and sensitive receptors, would lower sound levels by at least 1 dB which would be below the construction noise weekend and holiday threshold of 55 dB. For example, acoustical blankets, also known as isolation blankets, made from sound absorbing materials such as mineral or rock wool, fiberglass, hair felt or wood fibers, can improve sound attenuation when placed in the airspace between the noise generator and noise sensitive receptor.

Sound blankets have been used in construction and can attenuate noise as much as 10 dB (Los Angeles County Metropolitan Transportation Authority [LA Metro] 2017, Federal Highway Administration 2011).

This change to the Project requires an addition to Chevron's APM NOI-3. APM NOI-3 would be modified to "Prohibit the start-up of machines or equipment before 7 a.m. and after 7 p.m. Monday through Friday, and before 9 a.m. and after 7 p.m. on weekends and holidays." (Added text is underlined.)

Table 3-1. Applicant Proposed Measures (APMs) to minimize potential construction noise at the source

APM NOI-1	Chevron will provide written notification to potentially affected residents before construction, identifying the type, duration, and frequency of construction activities to residences directly exposed to the Project construction noise. Notification materials shall identify a mechanism for residents to register complaints with the appropriate jurisdiction if construction noise levels are overly intrusive or construction occurs outside the permitted hours. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall be included in the notification.
APM NOI-2	Chevron will designate a disturbance coordinator and conspicuously post this person's number around the Project site, in adjacent public spaces, and in construction notifications. The disturbance coordinator shall be responsible for responding to any complaints about construction activities. The disturbance coordinator shall receive all public complaints about construction disturbances and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem.
APM NOI-3	Prohibit the start-up of machines or equipment before 7 a.m. and after 7 p.m. Monday through Friday, and before 9 a.m. and after 7 p.m. on weekends and holidays.
APM NOI-4	Use electrically powered equipment instead of internal combustion equipment where practicable and feasible.
APM NOI-5	Restrict the use of bells, whistles, alarms, and horns to safety-warning purposes.
APM NOI-6	Equip all construction equipment with noise-reduction devices such as mufflers to minimize construction noise and operate all internal combustion engines with exhaust and intake silencers.
APM NOI-7	Locate fixed construction equipment (e.g., compressors and generators), construction staging and stockpiling areas, and construction vehicle routes as far as feasible from noise-sensitive receptors.
APM NOI-8	Use noise-attenuating buffers such as structures or truck trailers between noise generation sources and sensitive receptors, where feasible and particularly in locations subject to prolonged construction.

In order to ensure that the noise generated by construction on weekend and holiday days would not exceed the 55 dB threshold of significance for weekend and holiday daytime noise, Chevron shall be required to implement APM NOI-8, already identified in the MND, requiring use of noise attenuating buffers. With implementation of APM NOI-8, the Project modification would therefore not result in new noise impacts or require new mitigation measures.

Aesthetics. Construction on certain weekends and holidays would result in the same activities described in the MND and would not result in any changes in permanent structures or lighting. Therefore, no new impacts have been identified and no new mitigation measures are required.

Air Quality. The Project modification would not result in changes to construction equipment, durations or use, vehicle trips, or the types of construction activities described in the MND. This is because the Project modification will not increase the number of days that construction occurs or increase the intensity of construction analyzed in the MND. The Project modification allows construction that would have occurred on weekdays to occur on weekends and holidays when berths are empty and available for construction work to occur. Therefore, there would be no changes in emissions described in the MND and no new mitigation measures would be necessary.

Biological Resources. Occasional weekend and holiday work would not result in changes to biological impacts. The Project modification would not increase impacts to habitat or species as it would not result in increased structural area, fill, or construction activities. The revised schedule is also designed to help Chevron complete in-water work during the approved work window from June 1 to November 30 each year in accordance with the National Marine Fisheries Service Long Term Management Strategy. No new mitigation measures would be required.

Geology and Soils. The Project modification would result in the same impacts regarding geology and soils since the locations of proposed Project features would not change. The Project modification would not result in new geology or soils impacts compared with the MND and no new mitigation measures are required.

Greenhouse Gas (GHG) Emissions. The Project modification would not involve new construction activities or use construction equipment different than that described and analyzed in the MND. Therefore, there would be no changes in GHG emissions described and no new mitigation measures would be necessary.

Hazards and Hazardous Materials. The Project modification does not change the nature of the hazardous materials that will be used by the Project, the manner in which those hazardous materials will be handled and used, or the potential for the release of hazardous and hazardous materials. The Project modification would not result in

additional sources or quantities of hazardous material. Therefore, the Project modification would not result in new impacts and no new mitigation measures are required.

Hydrology and Water Quality. Occasional weekend and holiday work would not result in the increased potential for discharges or any changes to the water quality or hydrology impacts described in the MND, and no new impacts have been identified. No new mitigation measures are required.

Transportation/Traffic. Occasional weekend and holiday work would not result in increased traffic. Truck and worker vehicle trips for the overall project were assessed in the MND and work on some weekends and holidays would not increase the total number of trips. This is because the Project modification will not increase the number of days that construction occurs or increase the intensity of construction analyzed in the MND. The Project modification allows construction that would have occurred on weekdays to occur on weekends and holidays when berths are empty and available for construction work to occur. The Project modification would not conflict with applicable congestion management programs for designated roads or highways nor result in additional traffic impacts or require new mitigation measures.

Utilities and Service Systems. The Project modification would not result in increased wastewater treatment, require construction of new water or wastewater facilities, or storm water drainage facilities. Occasional work on weekends or holidays would not increase solid waste. No new mitigation measures are required.

4.0 DETERMINATION/ADDENDUM CONCLUSION

As detailed in the analysis presented above, this Addendum to the MND adopted by the CSLC in December 2016, as lead agency under the CEQA, supports the conclusion that the Project modification allowing occasional construction work on weekends and holidays would not result in any new significant environmental effects. Specifically, the Project modification allowing construction to occur on occasional weekend and holiday days is a minor revision to the Project. An addition to APM NOI-3 to include restrictions on the construction schedule on weekends and holidays, and mandatory implementation of APM NOI-8, which was already included in the MND, will ensure the Project modification does not exceed the 55 dB threshold of significance for construction noise on weekend or holiday days. Based on this analysis, as well as substantial evidence in the light of the whole record, the CSLC determines the following:

- No substantial changes proposed to the Project which will require major revisions of the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines, § 15162, subd. (a)(1)).
- No substantial changes will occur with respect to the circumstances under which the Project is undertaken requiring major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines, § 15162, subd. (a)(2).
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was adopted by the CSLC (State CEQA Guidelines, § 15162, subd. (a)(3).

The Project is consistent with State CEQA Guidelines section 15164 in that only a minor change has been made to the Project, and none of the conditions described in State CEQA Guidelines section 15162 has occurred. Therefore, the CSLC has determined that no subsequent or supplemental document is required.

5.0 ADDENDUM PREPARATION SOURCES AND REFERENCES

5.1 ADDENDUM PREPARERS

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5.2 REFERENCES

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