INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CHEVRON PRODUCTS COMPANY

POINT ORIENT WHARF REMOVAL PROJECT

September 2021

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

Applicant:
Chevron Products Company
841 Chevron Way, Bldg. 24-1149
Richmond, CA 94802-0272

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 based on the principles of equity, sustainability, and resiliency, through preservation, restoration, enhancement, responsible economic development, and the promotion of public access.

CEQA DOCUMENT WEBSITE
www.slc.ca.gov/Info/CEQA.html

Geographic Location (Lease PRC 139.1):

Latitude: 37.955606
Longitude: –122.427753

Cover photo: Point Orient Wharf
(Photo courtesy of Power Engineering Construction Co.)

The California State Lands Commission (CSLC), as lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), has prepared this Mitigated Negative Declaration (MND) to analyze and disclose the environmental effects associated with the Point Orient Wharf Removal Project (Project). The Project would authorize Chevron Products Company (Chevron or Applicant) to remove the now decommissioned Point Orient Wharf (Wharf) in San Francisco Bay, in Contra Costa County (Figure ES-1). The Wharf is covered under existing General Lease – Industrial Use No. PRC 139.1, which the CSLC originally issued on March 4, 1947, to Standard Oil Company of California (now Chevron). The General Lease was amended on August 1, 2017, and expires on July 30, 2022.

The Wharf was constructed in 1904 and was used by Chevron and its predecessors for the transfer of refinery products to and from vessels until the mid-1980s, when it was decommissioned. In 2020, in response to safety and security concerns regarding instances of unauthorized access to the Wharf, Chevron removed the first 90 feet (from shore) of the Wharf's decking and piping and shoreside debris. No piles were removed at that time.

Chevron proposes to remove the decommissioned Wharf in its entirety because it is no longer used and is beginning to deteriorate. In addition, Chevron proposes to restore eelgrass (*Zostera marina*) to the subtidal habitat in areas that are suitable for eelgrass and are currently affected by the shading and scour imposed by the structure. Removing the Wharf would provide an increase in the extent of the eelgrass beds at the Wharf location, enhancing intertidal and subtidal habitat of San Francisco Bay. Removing the Wharf would also reduce the number of creosote-treated piles present in the waters of San Francisco Bay, which would have beneficial effect on water quality.

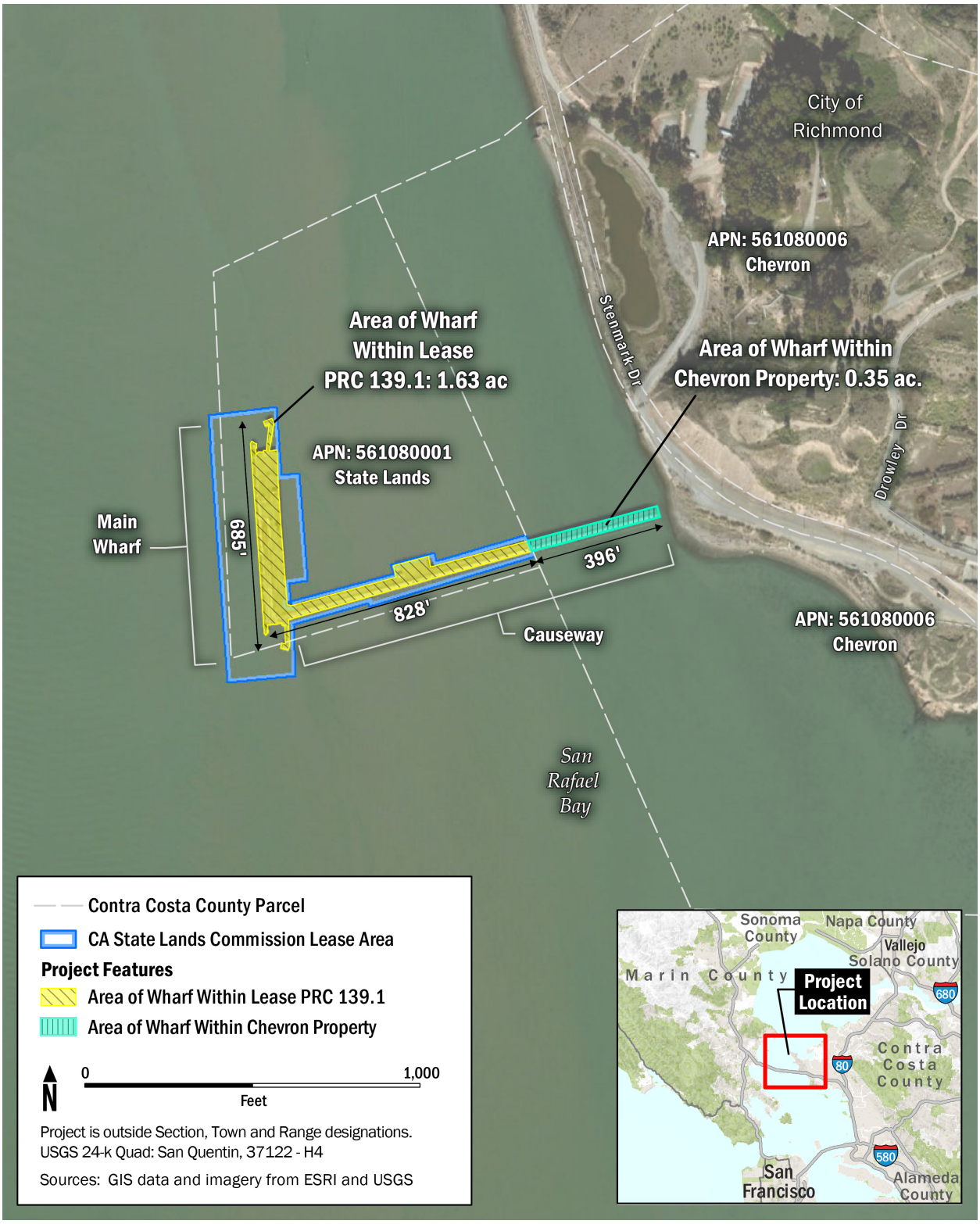
The CSLC concluded that a MND is the appropriate CEQA document for the Project because, although the Initial Study identified potentially significant impacts related to the Wharf removal, after analysis of all the impacts, CSLC staff believes that mitigation measures incorporated into the Project proposal and agreed to by Chevron avoid or mitigate those impacts to a point where no significant impacts would occur.

PROPOSED PROJECT

The Wharf is in San Francisco Bay in the San Rafael Bay subarea, approximately 1.55 miles north of the Richmond–San Rafael Bridge and south of Point San Pablo (Figure ES-1). The Wharf is a pile-supported structure with wooden decking that extends approximately 1,300 feet into San Francisco Bay, with a total length of about 2,000 feet. The first 485 feet of the structure (from shore) is on land owned by Chevron; the remaining portion is on State-owned land leased from the CSLC (Figure ES-2). The area of the Wharf, including the overwater structure, is approximately 2 acres.

Figure ES-1. Project Location

Figure ES-2. Project Area



The narrower portion of the Wharf that runs perpendicular to the shoreline is referred to as the Causeway; the wider portion parallel to and further from the shoreline is referred to as the Main Wharf. Approximately 17 steel pipelines, which were once used to transport petroleum products to and from vessels, run parallel to the wood decking along the southern side of the Causeway and on to the Main Wharf structure. The majority of the piles supporting the structure are creosote-treated wood piles, some of which are encased in concrete jackets or PVC wrappings.

Wharf Demolition

Demolition of the Wharf would occur over two seasons, each from June 1 to November 30 (Year 1 and Year 2, respectively) to match established in-Bay work windows for San Francisco Bay designed to reduce impacts to listed fish species.

In Year 1, the Causeway would be removed in its entirety. Demolition would begin by removing 1,600 feet of process piping that is supported along the southern edge of the Causeway. The pipes would be cut in sections and loaded onto a barge for transport to a permitted disposal or recycling facility. Following removal of the piping and other Causeway mounted structures, the wooden decking, stringers, and pile caps would be removed. Finally, the piles that supported the Causeway would be removed.

In Year 2, the Main Wharf would be removed in its entirety in a manner similar to that described for Year 1 demolition of the Causeway. First, the mooring dolphins and steel pipe bridges would be removed. The breasting dolphins and steel fendering would then be removed. Finally, the decking and piles of the Main Wharf structure would be removed.

Removal of the Wharf and its supporting structures would be completed using barge-mounted floating equipment and cranes. Work barges and material/debris barges would be positioned adjacent to the Wharf structure during demolition activities. Each work barge would have a crane or excavator onboard, along with small tooling and a work crew. A fleet of material barges would support the work barges and would be used to transport the demolition debris from the site. A flat-deck material barge would be positioned alongside each working barge to accept debris as it is removed. Once a material barge is fully loaded, it would be moved off site by tugboat and a new material barge placed alongside the working barge. Demolition would generate approximately 36 barge loads of debris to be removed from the site. An estimated 12 to 13 material barge trips loaded with demolition debris would occur in Year 1 of demolition. The remaining 23 to 24 barge trips would occur in Year 2 of demolition. Most demolition debris would be barged to a contractor facility on Pier 96 at the Port of San Francisco for drying, sorting, and hauling to appropriate permitted disposal or recycling locations.

The demolition contractor may use a variety of methods to remove the treated wood and steel piles that currently make up the mix of piles supporting the Wharf structure. If the piles have sufficient structural integrity (such as steel piles), the piling would be wrapped with chain or cable attached to a crane and pulled directly upward, removing the pile from the sediment. A vibratory pile-driving hammer may also be used to loosen the pile with vibration. In some cases, the piles may break when pulled. In these cases, the contractor would cut the pile using an underwater pneumatic chainsaw or cutting torch, approximately 2 feet below the mudline or as specified by the CSLC.

Eelgrass Restoration

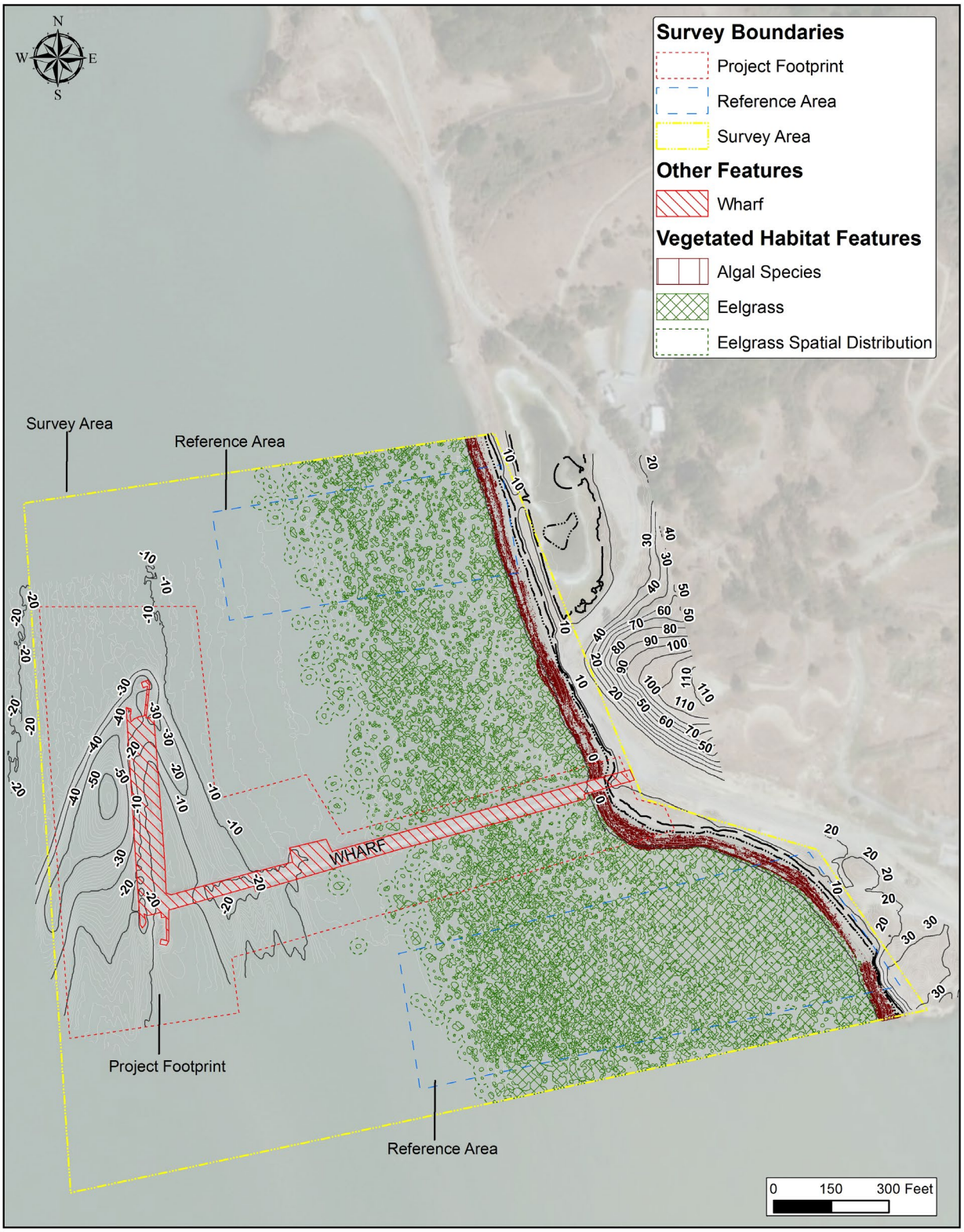
Areas of eelgrass that are impacted during the Wharf demolition activities would be restored. In addition, eelgrass would be restored to areas currently beneath and immediately adjacent to the existing Causeway that are currently not suitable for eelgrass due to shading. The eelgrass restoration would occur where water depths range from 5 feet below mean lower low water to the lower intertidal, mirroring the distribution of eelgrass in areas just north and south of the Causeway. Water depths at the location of the Main Wharf are too deep to support eelgrass, so no eelgrass restoration would occur at that location. The goal of restoration is to develop a net increase in eelgrass in the area by returning the area beneath the Causeway to productive eelgrass habitat.

Eelgrass planting within and along the footprint of the Causeway demolition would occur during Year 2, following removal of the Causeway and during the demolition of the Main Wharf. Eelgrass for the restoration would be harvested from native donor beds north and south of the Project area. The transplanted eelgrass would be monitored and compared with reference areas north and south of the existing Wharf (Figure ES-3). Monitoring of the restoration area would follow the methods outlined in the California Eelgrass Mitigation Policy and Implementing Guidelines (NOAA 2014). Eelgrass restoration would be conducted using hand-planting techniques, either while diving or wading, depending on water depth. It is anticipated that the planting area would total approximately 3 acres.

Restoration Monitoring

Post-restoration monitoring of eelgrass beds would be conducted to ensure that the restoration was successful and to identify and guide any adaptive management or maintenance that may be needed. Reference areas would be used to compare eelgrass growth in the Project footprint to similar nearby areas not affected by the Project.

Figure ES-3. Project Footprint and Eelgrass Reference Areas



ENVIRONMENTAL IMPACTS AND PROPOSED MITIGATION MEASURES

The following environmental topics would be potentially affected by this Project: Air Quality; Biology; Cultural and Tribal Cultural Resources; Geology, Soils, and Paleontological Resources; Hazards and Hazardous Materials; and Hydrology and Water Quality. Each of these topics have at least one impact would be a “Potentially Significant Impact,” except that the Applicant has agreed to Project revisions, including the implementation of mitigation measures, that avoid or reduce the impact to “Less than Significant with Mitigation,” as detailed in Section 3, *Environmental Checklist and Analysis*, of this MND. With implementation of proposed mitigation measures, all Project-related impacts would be avoided or reduced to a less than significant level. The proposed mitigation measures (MM) designed to reduce or avoid potentially significant impacts are as follows:

- MM AQ 1: Implement Basic Construction Emission Control Practices (Best Management Practices)
- MM BIO 1: Nesting Bird Surveys
- MM BIO 2: Environmental Awareness Training
- MM BIO 3: Mark Barge Operations Corridor
- MM BIO 4: Perform Pre- and Post-Demolition Surveys
- MM BIO 5: Debris Booms
- MM BIO 6: Vessel Operation
- MM HYD 1: Spill Prevention, Control, and Countermeasure Plan
- MM HYD 2: Treated Wood Pile Extraction
- MM HYD 3: Debris Management and Demolition Waste
- MM CUL 1/TCR 1: Cultural Resources Contractor Awareness Training
- MM CUL 2/TCR 2: Unanticipated Discoveries
- MM CUL 3/TCR 3: Treatment of Human Remains
- MM HYD 1: Spill Prevention, Control, and Countermeasure Plan
- MM HYD 2: Treated Wood Pile Extraction
- MM HYD 3: Debris Management and Demolition Waste
- MM HYD 4: Demobilization

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