

ATTACHMENT 1

Emergency Permit 16EMP-00000-00001

EMERGENCY PERMIT

16EMP-00000-00001



- Countywide:**
Subject to the requirements of Section 35.82.090 of the Santa Barbara County Land Use & Development Code.
- Montecito:**
Subject to the requirements of Section 35.472.080 of the Santa Barbara County Montecito Land Use & Development Code

Case Name: ExxonMobil Temporary Trucking

Case Number: 16EMP-00000-00001

Site Address: 12000 Calle Real

APN: 081-220-014

Applicant/Agent Name: Michelle Pasini, InterAct

Owner Name: Exxon Mobil Corporation

South County Office
123 E. Anapamu Street
Santa Barbara, CA 93101
(805) 568-2000

Energy Division
123 E. Anapamu Street
Santa Barbara, CA 93101
(805) 568-2040

North County Office
624 W. Foster Road
Santa Maria, CA 93454
(805) 934-6250

PERMIT APPROVAL:

This is to inform you that an Emergency Permit has been approved for:

The proposed project will allow for the temporary trucking through Santa Barbara County of approximately 425,000 barrels (bbls) of oil from the ExxonMobil, Las Flores Canyon (LFC) facility to receiver destinations in the northern Santa Barbara County area and Kern County (as further described below) over a 3 to 6 month period. The project includes minor modification to piping to allow for tanker truck loading; and installation of two Lease Automatic Custody Transfer (LACT) units at pre-disturbed locations within the facility's Transportation Terminal. The piping modifications (see Attachment A) will extend an existing 6 inch oil line and 2 inch vapor line to the proposed loading area to allow for the simultaneous loading of up to two tanker trucks. As required by Bureau of Safety and Environmental Enforcement (BSEE), a LACT unit will be installed at each site and used for royalty determination purposes. No more than 30 tanker trucks per calendar day will be allowed to leave the facility. Project details are contained in the Emergency Permit application materials dated January 4, 2016, specifically attachments A.4, B.5, B.6 and C.4.

Empty southbound trucks will reach LFC via Refugio Road off-ramp, and Calle Real. Loaded trucks will exit LFC via Calle Real and use Refugio Road onramp to travel northbound on Highway 101 to the two receiver sites; the Phillips 66 Pump Station located in Santa Maria, and the Plains All American's Pentland Pump Station located in Kern County. Both receiver sites are currently permitted to handle oil transportation via tanker truck and maintain the capacity necessary to accommodate the expected number of trucks per day for the proposed activity.

The project will occur on APN 081-220-014, a 549.67 acre parcel, zoned as Coastal Related Industry (M-CR) located at 12000 Calle Real in the Gaviota Area, 3rd Supervisorial District.

If a natural disaster (fire, flood, earthquake, etc.) were to occur and impact the facility, it would be infeasible for ExxonMobil to promptly and safely empty the storage tanks to prevent a potential release to the environment. An individual tanker truck is capable of transporting approximately 150 barrels of oil. With Line 901 out of service, it would likely take several months of continuous truck loading operations to empty the two storage tanks. If Line 901 were in service, the same volume could be shipped in approximately 3-4 days. ExxonMobil's inability to promptly and safely empty the two crude oil storage tanks due to the rupture and shut-down of Plains All-American Line 901 poses clear and imminent risk of damage to life, health, property and/or environment if catastrophic failure were to occur due to natural disaster conditions (fire, flood, earthquake, etc.).

Therefore, this situation constitutes an emergency in accordance with the applicable Development Code indicated above and immediate action is warranted. As the required findings (listed below) can be made, the emergency work is hereby approved, subject to compliance with the attached conditions of approval. This permit is not valid until signed by the owner/applicant and subsequently issued by the Department upon verification that all conditions of approval requiring action prior to permit issuance are satisfied.

Sincerely,

A handwritten signature in blue ink that reads "Dianne M. Black". The signature is written in a cursive style with a long horizontal stroke at the end.

DIANNE BLACK
Assistant Director, Planning & Development

APPROVAL DATE: February 1, 2016

OWNER/APPLICANT AGREEMENT:

The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions of approval incorporated herein. The undersigned also acknowledges and agrees that:

- This Emergency Permit provides only temporary authorization for the proposed action and other applicable permits (such as a Conditional Use Permit, Coastal Development Permit, Land Use Permit, Building Permit) are required by law to validate the emergency work as permanent.
- Any evidence or findings contained herein, or upon which this permit relies, shall not constitute any limitation on the authority of the County to issue, grant, deny, rescind, or revoke this permit or any future permit(s) required for the activities described herein, or on the authority of the County to analyze, mitigate, or condition any future permit(s) required for the activities described herein.
- This permit does not authorize any work or construction activities outside of the scope of the project as indicated in the project description, conditions of approval and approved plans.
- This permit shall not be construed to authorize any violation of County ordinance or policy, or the violation of any State or Federal regulation.
- Owner/Applicant acknowledges and agrees to adhere to applicable original Final Development Plan conditions of approval from 87-DP-032cz.
- This Emergency Permit is intended to mitigate the risks of storing increased volumes of oil at the LFC facility. This permit does not authorize the refilling of tanks to support resumed production operations at ExxonMobil's Santa Ynez Unit Offshore platforms (Heritage, Harmony and Hondo) or at the Las Flores Canyon (LFC) facility. No additional filling of crude oil tanks at the LFC facility may occur without express approval.

<u>KARTIK GARG</u>		<u>2 FEB 2016</u>
Print Name	Signature (Exxon Mobil Corporation)	Date

PERMIT ISSUANCE:

<u>Dianne M. Black</u>		<u>2/3/16</u>
Dianne Black	Signature	Date

BACKGROUND:

On May 19, 2015, the Line 901 pipeline (operated by Plains All American Pipeline Company) ruptured and resulted in shutdown, effectively causing a facility-wide shut-in at ExxonMobil's Las Flores Canyon Facility (LFC) which relies on Line 901 to transport its oil to a refinery destination. The pipeline is currently prevented from returning to active service for a prolonged period of time, a minimum of six months from approval by the federal Pipeline & Hazardous Materials Safety Administration (PHMSA) of the needed corrective actions (personal communication with Jay Sheth of Robert Brown Engineers and Dave Mulligan of PHMSA), due to the need for Plains to undertake physical repairs to the damaged pipeline and respond to Federal regulatory requirements. With Line 901 out of service, ExxonMobil has no permitted means to empty or de-inventory the two storage tanks which currently hold approximately 425,000 barrels of crude oil at LFC. During normal operations, ExxonMobil maintains minimal levels (about 50,000 bbls or 10 feet in liquid height) in each tank. The primary use of Tanks A and B is to provide surge capacity in the instance that Line 901 goes down or there is a processing upset and crude oil must be diverted for reprocessing. Currently both Tanks A and B contain approximately 36 feet in liquid height of oil in each tank. In order to reduce the risk of spill in the marine environment, ExxonMobil evacuated their submarine pipelines which connect its offshore platforms to the Las Flores Canyon facility. Unless permitted to transport oil via temporary trucking, all crude oil will remain in the storage tanks for a prolonged period of time.

FINDINGS OF APPROVAL:

1. **In compliance with Subsection 35.82.090.E.2 of the County Land Use and Development Code, prior to the approval or conditional approval of an application for an Emergency Permit the Director shall first make all of the following findings:**
 - a. *An emergency exists and requires action more quickly than provided for by the customary procedures for permit processing.*

The shut-in of ExxonMobil's oil production facilities at Las Flores Canyon (LFC) and subsequent onsite oil storage constitutes an emergency situation because of the following:

If a natural disaster (fire, flood, earthquake, etc.) were to occur and impact the facility, it would be infeasible for ExxonMobil to promptly and safely empty the storage tanks to prevent a potential release to the environment. An individual tanker truck is capable of transporting approximately 150 barrels of oil. With Line 901 out of service, it would likely take several months of continuous truck loading operations to empty the two storage tanks which currently hold a total of approximately 425,000 barrels of oil. If Line 901 were in service, the same volume could be shipped in approximately 3-4 days via the pipeline. However, under normal operating procedures, ExxonMobil would typically retain approximately 50,000 barrels of oil in each storage tank which would require approximately 24 hours to evacuate with Line 901 available. In the event of structural failure at LFC, an oil spill could be contained within the facility, however, the facility's secondary containment is not intended to act as a means of storage; it is merely a diversionary tool for a potential oil spill to a backup containment and should not be relied upon for long term storage. Additionally, oil left in secondary containment would still pose a safety hazard, releasing toxic and flammable vapors if ignited and if the spill containment were to fail for any reason, the oil would be released into the environment,

possibly entering creeks and ultimately into the ocean. If heavy rains were to occur in concert with a tank rupture, ExxonMobil's ability to safely manage a potential onsite oil spill would be significantly compromised. The inability to promptly and safely empty the tanks poses clear and imminent risk. By emptying the storage tanks, ExxonMobil will be able to comply with facility and operational safety requirements including maintenance and inspections. Therefore, to prevent loss or damage to life, health, property and the environment, the stored crude oil should be transported by tanker truck to an appropriate facility as soon as practicable. Therefore, this finding can be made.

b. The action proposed is consistent with the policies of the Comprehensive Plan, including any applicable community or area plan and the requirements of this Development Code.

The County's Comprehensive Plan includes policies which aim to protect, maintain and restore the environment, including both the natural and man-made environments. The emergency action taken by ExxonMobil is allowed under the LUDC, which recognizes that certain actions warrant immediate, special consideration in order to lessen or remediate an emergency.

The emergency action is consistent the County's Comprehensive Plan as described below with reference to applicable policies:

Land Use Element

Hillside and Watershed Policy 7: Degradation of the water quality of groundwater basins, nearby stream, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal stream or wetlands either during or after construction.

The proposed action of emptying crude oil from ExxonMobil's two storage tanks is meant to prevent the potential degradation of groundwater, streams, wetlands and ocean waters that could occur if the tanks were to fail and secondary containment were breached. The emergency action will include facility modifications to install two truck loading racks with associated piping in a pre-disturbed area at the LFC Transportation Terminal to allow for simultaneous truck loading, and subsequent trucking of crude oil to two receiver sites. Pipeline modifications will include the extension of a 2 inch vapor recovery line and a 6 inch crude oil line, as well as LACT units for crude oil measurement. All facility modifications and truck loading will occur on a pre-disturbed and bermed (contained) area. No pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, will be discharged into or alongside coastal stream or wetlands either during or after construction; therefore this finding can be made.

Land Use Development Policy 12: Proposals for expansion, modification, or construction of new oil and gas processing facilities, oil storage facilities, or pipeline terminals, which receive oil from offshore fields exclusively or from both offshore and onshore fields, shall be conditioned to require transportation of oil by pipeline, to processing facilities and final refining destination, except as provided in this policy.

“Final Refining Destination” shall mean a refinery in California where final refining of the subject oil into products is accomplished. Exceptions: Oil shall be considered to reach its final refining destination if (a) the oil has been transported out of the State of California, and does not reenter before final refining; or (b) the oil has been transferred to truck or train after leaving the County by pipeline, and does not reenter the County by truck or train, and is not transferred to a marine vessel for further shipment to a port in California prior to final refining. Crude oil received onshore from offshore production facilities may be transported by highway or rail if the Director determines that the oil is so highly viscous that pipeline transport is infeasible, taking into account available options such as modifications to existing pipelines, blending of NGLs, etc.

Any shipment of oil by highway or rail under this policy shall be limited to that fraction of the oil that cannot feasibly be transported by pipeline and shall not exceed the limits of permitted capacity for these transportation modes. The shipper or carrier shall mitigate to the maximum extent feasible any environmental impacts caused by use of the alternate transportation mode.

Temporary transport of oil by waterborne vessel may be authorized under an emergency permit if the Governor of the State of California declares a state of emergency pursuant to Public Resources Code Sec. 30262(a)(8) for an emergency that disrupts the pipeline transportation of oil produced offshore Santa Barbara County. In such a case, the oil transported by alternate mode shall be limited to that fraction which cannot feasibly be transported by pipeline. Transport by the alternate mode shall cease immediately when it becomes technically feasible to resume pipeline transport

In May of 2015, Line 901 (operated by Plains All American Pipeline Company) ruptured and resulted in the shutdown of the pipeline that ExxonMobil uses to transport crude from the facilities located at Las Flores Canyon to refineries. Consequently, the offshore platforms are shut-in, all processing of oil at LFC has ceased, and the facility is operating only in a stand-by mode, re-circulating and reheating the oil currently stored in the two tanks. The pipeline will be out of active service for a prolonged period of time, making it infeasible for ExxonMobil to transport any oil via pipeline from LFC as done under normal operations. This emergency action allows for minor facility modifications enabling ExxonMobil to transport approximately 425,000 bbls of crude oil currently held in Tanks A and B by trucks to receiver destinations in Santa Maria and Kern County. Both sites maintain the proper equipment and have the permitted capacity to receive the oil. This emergency action will limit ExxonMobil to transport only the oil currently stored onsite that would otherwise be transported via Line 901, and does not include on-going trucking for resumed production activities. The shipper or carrier will implement ExxonMobil's County approved crude oil transportation and risk management and prevention program as well as the approved oil spill contingency plan as needed and mitigate to the maximum extent feasible any environmental impacts caused by use of the alternate transportation mode. Therefore, the project can be found consistent with this Policy.

Circulation Element

Policy B: A project that would contribute ADTs to a roadway where the Estimated Future Volume does not exceed the policy capacity would be considered consistent with this section of this Element.

According to the Circulation Element, Highway 101 is be classified in the Gaviota area as a rural policy capacity of 44,000 Average Daily Traffic (ADT), and in the Santa Maria area as a 4-lane Freeway with an urban policy capacity of 67,000 (ADT). According to 2013 data from Caltrans¹, Highway 101 currently carries approximately 30,200 ADT in the rural area at El Capitan State Beach Road and Highway 1 (3,151 ADT or 10% is attributed to truck traffic). The same data currently shows 59,800 ADT in the urban area at Highway 1 Betteravia Road (5,022 ADT or 9% is attributed to truck traffic). From both a rural and urban standpoint, existing traffic on Highway 101 is below its policy capacities. The addition of 30 trucks per day would be negligible when compared to the average number of daily trips Highway 101 currently carries. As such, the proposed project would contribute a negligible increase of Average Daily Traffic to Highway 101 where the Estimated Future Volume does not exceed the identified policy capacity. Therefore, the project can be found consistent with this Policy.

Safety Element

Policy Hazardous Facility Safety I-A: Risk Estimates. The County shall employ accurate estimates of risk associated with hazardous facilities to inform discretionary land-use decisions where substantial, preliminary evidence indicates involuntary public exposure to significant risk may result from the land-use decision.

As part of their application, the applicant provided a Trucking Quantitative Risk Assessment (InterAct dated January 2016) and a Truck Loading Industrial Risk Analysis (InterAct, January 2016). These assessments were peer-reviewed by Robert Brown Engineers and found to be adequate.

The Quantitative Risk Analysis (QRA) was performed to assess and estimate the potential safety risk associated with the temporary trucking activities along the proposed trucking routes. The QRA was prepared in accordance with the requirements of County Planning and Development Department Environmental Thresholds and Guidelines Manual, which specifies threshold for significant impacts to public safety. Public safety risks are based on the chance of occurrence and consequences (i.e. fatalities, injuries, etc). The QRA determined that the risk to public safety from the proposed trucking activity were calculated to be below County thresholds, and are found to be less than significant.

The Industrial Risk Analysis (IRA) was performed to assess and estimate the potential safety risks associated with temporary trucking activities at LFC. The IRA was prepared in accordance with typical safety evaluations at industrial facilities that review the severity of consequences versus the probability of occurrence of a particular hazard. The IRA determined that the majority of the hazards that could occur from the proposed truck loading activity within LFC are considered to be unlikely. Furthermore, activities that were considered to pose

¹ <http://traffic-counts.dot.ca.gov/>

a moderate risk were determined to result in negligible consequences. The LFC facility is gated to prevent public access and members of the public are not permitted within the facility boundaries. Since the County does not have safety criteria for risks within facilities that do not result in impacts to public, risk are not considered to be significant.

Impacts to the facility and public safety risk were found to be not significant and less than significant, respectively. Therefore, the project can be found consistent with this Policy.

Countywide Land Use Development Code Section 35. 51.090.B.10

Consolidated Pipeline Terminals, Development Standards, Transportation of oil: All oil transported from the facility shall be transported by overland pipeline, with the following exception. Temporary transportation by a mode other than pipeline may be permitted under an emergency permit only:

- a. When the County has made a finding that a declared emergency, which may include a national state of emergency, precludes use of a pipeline.*
- b. If an alternate pipeline does not exist, or exists, but is technically infeasible to utilize.*
- c. For that fraction of the oil that cannot feasibly be transported by pipeline.*
- d. When the environmental impacts of the alternative transportation mode are required to be mitigated to the maximum extent feasible.*

The proposed action is consistent with LUDC Section 35.51.090.B.10 which provides that the temporary transportation of oil from a facility by a mode other than pipeline may be permitted under an emergency permit when certain criteria are met. First, the County must find that a declared emergency precludes use of a pipeline. On May 19, 2015 and May 21, 2015, the County and the State, respectively, declared states of emergencies due to the rupture of Plains All American Pipeline Line 901. Both declared emergencies highlight the rupture and subsequent inoperability of Line 901. The sudden rupture and inoperable pipeline resulted in a facility-wide shut-in of LFC and the unplanned onsite storage of 425,000 barrels of crude oil in Tanks A and B. It is unknown when the pipeline will be repaired and operational and available for the transport of oil. The second criteria refers to the utilization of an alternate pipeline. There is no alternate pipeline. Third, because Line 901 is inoperable and there is no alternate pipeline, no fraction of the 425,000 barrels of oil currently stored at LFC can feasibly be transported by pipeline. Lastly, the environmental impacts of the proposed trucking operations have been mitigated to the maximum extent feasible by measures described in the Emergency Permit application materials dated January 4, 2016, specifically attachments A.4, B.5, and C.4., as well as by the conditions of approval contained within this Emergency Permit as listed below. Therefore, the project can be found consistent with this Policy and this finding can be made

c. Public comment on the proposed emergency action has been reviewed.

Pursuant to Section 35.82.090.E.1 (Processing) of the Santa Barbara County Land Use Development Code, a public notice describing the nature of the emergency and proposed trucking activities was mailed to all property owners and residents within 1,000 feet of parcels located adjacent to the Las Flores Canyon facility and the Phillips 66 receiver site in Santa

Maria, as well as to those persons listed in the Energy & Minerals Division interested parties list. Notice was also posted in three locations along Calle Real along the property boundary and at the entrance road. Noticing met the requirements of Section 35.106.070 of the County's Land Use Development Code. Additional notices were posted in the Santa Maria Times and the Santa Barbara News-Press on January 13, 2016. Comments received both via email and telephone were reviewed in the context of the emergency permit request and posted to the County Planning & Development Department's website. Therefore, this finding can be made.

EMERGENCY PERMIT CONDITIONS OF APPROVAL

1. This Emergency Permit is based upon and limited to compliance with the project description, and the conditions of approval set forth below. Any deviations from the project description or conditions must be reviewed and approved by the County for conformity with this approval. Deviations without the above-described approval will constitute a violation of permit approval. If it is determined that project activity is occurring in violation of any or all of the following conditions, the Director may revoke this permit and all authorization for development. The decision of the Director to revoke the Emergency Permit may be appealed to the Planning Commission.

The project description is as follows:

The proposed project will allow for the temporary trucking through Santa Barbara County of approximately 425,000 barrels (bbls) of oil from the ExxonMobil, Las Flores Canyon (LFC) facility to receiver destinations in the northern Santa Barbara County area and Kern County (as further described below) over a 3 to 6 month period. The project includes minor modification to piping to allow for tanker truck loading; and installation of two Lease Automatic Custody Transfer (LACT) units at pre-disturbed locations within the facility's Transportation Terminal. The piping modifications (see Attachment A) will extend an existing 6 inch oil line and 2 inch vapor line to the proposed loading area to allow for the simultaneous loading of up to two tanker trucks. As required by Bureau of Safety and Environmental Enforcement (BSEE), a LACT unit will be installed at each site and used for royalty determination purposes. No more than 30 tanker trucks per calendar day will be allowed to leave the facility. Project details are contained in the Emergency Permit application materials dated January 4, 2016, specifically attachments A.4, B.5, B.6 and C.4.

Empty southbound trucks will reach LFC via Refugio Road off-ramp, and Calle Real. Loaded trucks will exit LFC via Calle Real and use Refugio Road onramp to travel northbound on Highway 101 to the two receiver sites; the Phillips 66 Pump Station located in Santa Maria, and the Plains All American's Pentland Pump Station located in Kern County. Both receiver sites are currently permitted to handle oil transportation via tanker truck and maintain the capacity necessary to accommodate the expected number of trucks per day for the proposed activity.

The project will occur on APN 081-220-014, a 549.67 acre parcel, zoned as Coastal Related Industry (M-CR) located at 12000 Calle Real in the Gaviota Area, 3rd Supervisorial District.

2. An application(s) for the required permits necessary to validate the emergency work as permanent shall be submitted by the applicant to the Department no later than 30 days following the issuance of this Emergency Permit. The permits required for the proposed emergency work include an Amendment to the Final Development Plan and subsequent Zoning Clearance pursuant to Section 35.84.040.D.4 of the County Land Use Development Code.
3. Any materials required for a completed application, as identified in the initial review of the original application required pursuant to Condition #2 above, shall be submitted within 90 days after written notification of the application deficiencies is provided to the applicant. This time period may be extended by the Director.
4. Only that emergency work specifically requested and deemed an emergency for the specific property mentioned is authorized. Any additional emergency work requires separate authorization from the Director. The work authorized by this permit must be commenced within 30 days of the date of the County's approval of the Emergency Permit on February 1, 2016 and completed within 210 days after that approval date. If activities are proposed by the applicant to continue after 210 days after the County's approval, separate authorization by the Director of P&D is required.
5. This permit does not preclude the requirement to obtain authorization and/or permits from other Departments or agencies, including but not limited to the Air Pollution Control District and Public Works.
6. This Emergency Permit is intended to mitigate the risks of storing increased volumes of oil at the LFC facility. This permit does not authorize the refilling of tanks to support resumed production operations at ExxonMobil's Santa Ynez Unit Offshore platforms (Heritage, Harmony and Hondo) or at the Las Flores Canyon (LFC) facility. No additional filling of crude oil tanks at the LFC facility may occur without express approval.
7. **Roadway Repair/Haul Permit.** Prior to the commencement of temporary trucking operations, the Applicant shall obtain approval for a Haul Permit from Public Works Road Division for haul routes used and methods provided to minimize damage to County roads created by trucks with heavy loads. Road inspectors shall monitor this requirement with the Applicant.
8. **Daily Truck Reporting.** The applicant shall limit tanker truck trips to no more than 30 per calendar days. The applicant shall keep a daily log which details the number of tanker trucks leaving the facility and provide Planning & Development staff with written updates on Monday of each week detailing the previous week's trucking operations.
9. The Director may order the work authorized under this emergency permit to stop immediately if it is determined that unanticipated and substantial adverse environmental effects may occur if the proposed work continues.

10. **Safety Plan Updates.** All related project facility plans shall be updated, as appropriate, to include the temporary trucking project. These plans include the Safety Inspection Maintenance and Quality Assurance Program (SIMQAP) (87-DP-32cz Condition XI-2.a.Safety Inspection and Maintenance Programs), Oil Spill Contingency Plan (OSCP) (87-DP-32cz Condition XI-2.e.Oil Spill, Hazardous Materials and Waste Management, and Refueling Plans), Fire Protection Plan (FPP) (87-DP-32cz Condition XI-2.i. Fire Control/Protection Plans), Transportation Risk Management and Prevention Program (TRMPP) (87-DP-32cz Condition XI-2.a.Safety Inspection and Maintenance Programs), and the Emergency Response Plan (ERP) (87-DP-32cz Condition XI-2.c.Emergency Response Plan). All plans updates shall be reviewed and approved by the County Systems Safety and Reliability Review Committee (SSRRC) (H-I. Construction Review by SSRRC) and Planning and Development (P&D) prior to commencement of temporary trucking activities.
11. **Indemnity.** The 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 granting of this emergency permit. In the event that the County fails to promptly notify the 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.

FINAL DEVELOPMENT PLAN 87-DP-32CZ CONDITIONS OF APPROVAL

12. ExxonMobil shall adhere to all applicable conditions of the original Final Development Plan 87-DP-32.

Attachments:

- A. Proposed Truck Loading Schematic
- B. Site Plan
- C. CEQA Exemption
- D. 87-DP-32 Conditions of Approval

cc: Supervisor Farr, 3rd Supervisorial District
Kevin Drude, Deputy Director, Energy & Minerals Division, Planning & Development