10. LAND USE AND SHORELINE USE

This chapter discusses the regulatory setting, study area, impacted environment, and potential impacts of the proposed project on the use of lands and shorelines and whether current uses might change as a result of the proposed project. Resources evaluated in this chapter include land use and shoreline use, recreational areas and activities, and visual enjoyment of the lands and shorelines potentially impacted by the proposed project.

This chapter evaluates whether the proposed project could impact land and shoreline use, recreation and visual resources, and if so, how and whether these impacts would be significant. This chapter also evaluates potential impacts from spills and associated spill response activities. Potential cumulative impacts on land and shoreline use, recreation and visual resources are discussed in Section 10.6.

10.1. LAWS, REGULATIONS, AND GUIDANCE FOR LAND USE AND SHORELINE USE

Table 10-1 provides a summary of the laws, regulations, and guidance applicable to land and shoreline use.

Table 10-1: Laws, Regulations, and Guidance for Land Use and Shoreline Use

Regulation, Policy, or Guideline	Resources Impacted by Regulation, Policy, or Guideline	Description
Federal		
Padilla Bay National Marine Estuarine Research Reserve (NERR) Management Plan (16 USC. 1461)	Land Use and Shoreline Use Recreation	Padilla Bay (including open waters, eelgrass beds, intertidal bays, uplands, freshwater sloughs, and high salt marsh) was designated as a National Estuarine Research Reserve (NERR) in December 1980. The Padilla Bay NERR Management Plan, includes information about the Padilla Bay Reserve, describes current and planned programs, and establishes goals, policies, and action items for long-term management of the reserve (Stevens et al. 2016). The Padilla Bay NERR program is locally managed by the Washington State Department of Ecology (Ecology), Shorelands and Environmental Assistance Program per a cooperative agreement with NOAA. Padilla Bay is located east of the proposed project.
State		
Washington State Growth Management Act (GMA) (RCW 36.70A; WAC 365-190, 195-199)	Land Use and Shoreline Use Recreation	Requires eligible Washington counties and cities to manage growth, protect critical areas, and preserve natural resource lands through adoption and implementation of comprehensive land use plans, associated development regulations, and capital facilities plans. Skagit County and the city of Anacortes are subject to GMA requirements.

Regulation, Policy, or Guideline	Resources Impacted by Regulation, Policy, or Guideline	Description
Washington State Shoreline Management Act (RCW 90.58; WAC 173-26)	Land Use and Shoreline Use Recreation Aesthetics and Visual Resources	The Shoreline Management Act provides a statewide framework for managing, accessing, and protecting shorelines of the state. Under this act, local jurisdictions containing "shorelines of the state" are required to adopt and administer Shoreline Master Programs that foster appropriate shoreline development and manage resources within the shoreline environment, including preservation of public access, recreational opportunities and aesthetic qualities, and giving priority to water-dependent uses and development. Skagit County and the city of Anacortes contain "shorelines of the state" within their respective jurisdictions and are therefore subject to the requirements of the Shoreline Management Act.
Washington Department of Natural Resources Public Lands Management (RCW 79.105; WAC Chapter 332-30)	Land Use and Shoreline Use Recreation	The WDNR is responsible for managing state-owned aquatic lands to provide a balance of public benefits for all citizens of the state of Washington, including "encouraging direct public use and access, fostering water-dependent uses, ensuring environmental protection, and utilizing renewable resources." WDNR manages state-owned aquatic lands (e.g., waterways, bar islands, abandoned river beds, channels of navigable water), as well as structures constructed in and over these lands. WDNR is also authorized to lease state lands for a variety of purposes, including, but not limited to, commercial, industrial, residential, agricultural, and recreational purposes. The Tesoro Anacortes Refinery wharf structure is located within an existing WDNR aquatic lands lease area.
Cypress Island Comprehensive Management Plan	Land Use and Shoreline Use Recreation	The WDNR manages the Cypress Island Natural Resources Conservation Area (NRCA), Cypress Highlands Natural Area Preserve (NAR), and Cypress Island Aquatic Reserve under the provisions of the Cypress Island Comprehensive Management Plan. The aquatic reserve was designated in 2007 and includes the subtidal marine waters off Cypress, Cone, Strawberry, and Towhead islands. State-owned lands within these designated areas are managed for preservation and recovery of natural environmental systems, while providing for low impact public use and environmental education. Cypress Island is located northwest of the proposed project; north of the Bellingham Channel.
Fidalgo Bay Environmental Aquatic Reserve Management Plan	Land Use and Shoreline Use Recreation	Fidalgo Bay (including open water, tidal flats, salt marshes, beaches, and eelgrass beds) was identified as a sensitive aquatic resource with educational, environmental, and scientific importance and was established as an environmental aquatic reserve in 2000. The Fidalgo Bay Environmental Aquatic Reserve Management Plan (EARMP) identifies habitats and native species to be protected within the reserve and outlines management actions to be used by WDNR to protect the reserve from conflicting uses and to conserve its ecological resources. Fidalgo Bay is located west of the proposed project.

Regulation, Policy, or Guideline	Resources Impacted by Regulation, Policy, or Guideline	Description
Protection Island Aquatic Reserve Management Plan	Land Use and Shoreline Use Recreation	The Protection Island Aquatic Reserve consists of state-owned tidelands and bedlands (including sand and gravel flats, beaches, and aquatic vegetation) that are managed by WDNR. The primary focus of the management plan is to protect and restore natural biological communities, habitats, ecosystems, and processes, while encouraging low impact public use. Protection Island is also managed by the USFWS as a National Wildlife Refuge. Protection Island is located southwest of the proposed project, south of the Strait of Juan de Fuca near the mouth of Discovery Bay.
Smith & Minor Islands Aquatic Reserve Management Plan	Land Use and Shoreline Use Recreation	The Smith & Minor Islands Aquatic Reserve was established as an environmental and scientific reserve in 2010. The Smith & Minor Islands Aquatic Reserve plan identifies goals and actions to be implemented by WDNR to manage marine resources within the reserve. A primary goal of the plan is preservation of the largest bull kelp beds in Washington State. The Smith & Minor Islands Aquatic Reserve is located southwest of the proposed project; west of Whidbey Island.
Washington State Department of Ecology, CWA permitting (RCW 90.48.260; WAC 173-201A-260)	Land Use and Shoreline Use Recreation Aesthetics and Visual Resources	The USEPA has delegated enforcement and permitting authority of the federal CWA in the state of Washington to Ecology. Aesthetic impacts are generally considered part of Ecology's CWA, Section 401 water quality certification. Aesthetics are also regulated by Ecology under the water quality standards for surface waters of the state of Washington, which state that aesthetic values must not be impaired by materials or their impacts, excluding those of natural origin, which offend the senses of sight, smell, touch, or taste.
Local		
Skagit County Comprehensive Plan City of Anacortes Comprehensive Plan	Land Use and Shoreline Use Recreation Aesthetics and Visual Resources	Establishes long-term community goals, policies, and land use designations to direct and manage future growth, economic development, and essential services and infrastructure; protect critical areas and natural resource lands; and provide open space and recreation opportunities. The city of Anacortes plan also includes general design guidelines for reducing visual impacts and for protecting aesthetic values. Land use on March Point is managed under both the Skagit County and the city of Anacortes comprehensive plans.
Skagit County Zoning Ordinance (SCC 14.16) City of Anacortes Zoning Ordinance (AMC Title 17)	Land Use and Shoreline Use Recreation Aesthetics and Visual Resources	In accordance with an inter-local agreement, Skagit County has adopted zoning, subdivision rules, and design standards that refer to the city's zoning for the Anacortes Municipal UGA. The city zoning ordinance designates how property within the UGA, including March Point, can be used and establishes associated design criteria, permit review processes, etc. for the UGA.

Regulation, Policy, or Guideline	Resources Impacted by Regulation, Policy, or Guideline	Description
Skagit County Shoreline Management Master Program (SCC 14.26) City of Anacortes Shoreline Master Program (AMC 18.16)	Land Use and Shoreline Use Recreation Aesthetics and Visual Resources	The Skagit County and Anacortes Shoreline Master Programs are comprised of local land use policies and regulations that are designed to manage shoreline use. The SMPs protect natural resources for future generations, provide for public access to public waters and shores, and plans for water-dependent uses. The SMPs were created in partnership with the local community and the Washington State Department of Ecology and must comply with the Shoreline Management Act and Shoreline Master Program Guidelines.
Skagit County Critical Areas Ordinance (SCC 14.24)	Land Use and Shoreline Use	Local development regulations designed to protect environmentally sensitive areas and ecosystems (wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas) that are designated for protection and management under the Growth Management Act. The fish and wildlife habitat conservation area designation applies to multiple habitats and ecological resources, including "shorelines of the state," which are also regulated under the Skagit County Shoreline Management Master Program.

10.2. STUDY AREA AND METHODOLOGY

This section describes the boundaries of the area that was assessed for impacts and the criteria used to determine the significance of potential impacts on land use and shoreline use, recreation, and visual resources.

10.2.1. Study Area

The study area for land and shoreline use, recreation, and visual resources varies by resource, and depends on the nature of the resource and the mechanisms of potential impact. The study area includes primarily the refinery boundary plus North Texas Road, where resources would potentially be directly or indirectly impacted by construction, and areas that would be impacted by operation of the proposed project. The proposed project area includes the discrete areas planned for the proposed project components (including the NHT, Isom Unit, ARU, MVEC System, DSU, VCU, and New Tanks Area) and the temporary construction laydown areas within the existing refinery boundaries, as well as the two areas planned for road improvements on North Texas Road adjacent to the refinery to the south (see Figure 2-2).

The study area for marine transportation includes the marine vessel transportation route and adjacent waters and shorelines from the Tesoro Anacortes Refinery wharf structure to the edge of U.S. territorial waters in the Pacific Ocean, approximately 12 nm seaward of the entrance to the Strait of Juan de Fuca (see Figure 2-3 in Chapter 2).Table 10-2 lists the study area for each of the land and shoreline use, recreation, and visual resources.

Table 10-2: Study Areas for Land Use and Shoreline Use

Resource Area	Study Area
Land and Shoreline Use	Land in the vicinity of the proposed project area, within the refinery boundary and adjacent to North Texas Road; shoreline along March Point and Fidalgo Island; and coastlines and waterways within the Salish Sea along the marine vessel transportation route (Figures 2-2 and 2-3).
Recreation	Recreation resources on March Point and the shoreline of Fidalgo Island, as well as open water and shorelines along the marine vessel transportation route (Figures 2-2 and 2-3).
Visual Resources	The area with potential views of the proposed project area, including proposed project components and associated lighting.

10.2.2. Methodology

To evaluate potential impacts on land and shoreline use, recreation, and visual resources, baseline conditions were documented using information from proposed project plans and procedures (Chapter 2, Proposed Action and Alternatives); public plans and records including comprehensive plans, shoreline master programs, zoning ordinances for Skagit County and the city of Anacortes; and reports and data available from federal and state agencies that manage lands and recreational resources near the refinery.

Potential impacts on land and shoreline use, recreation, and visual resources that were evaluated as part of this analysis were determined through a public scoping process and by considering the proposed project's potential to impact these resources. Potential impacts on land and shoreline use, recreation, and visual resources that could occur during both construction (short term) and operations (long term) of the proposed project were considered in the analysis.

A series of scoping meetings were conducted during the scoping period for the proposed project, with the public, tribes, and government agencies providing verbal and written comments. The primary issues related to land and shoreline use, recreation, and visual resources that are addressed in this section include:

- Changes in land or shoreline use due to the proposed project that is inconsistent with existing uses or planned future uses of the area
- Restriction to, loss of access to, or loss of enjoyment of, public or private recreation area or recreational activities due to proposed project activities
- Adverse changes in the aesthetic character of visual resources of the area, including changes in nighttime setting

The results of the analysis are summarized using a significance assigned for each potential impact on land and shoreline use, recreation, and visual resources. The process for characterizing the significance of each potential impact involved analyzing the magnitude, geographic extent, and duration of the impact (see Chapter 1, Section 1.7, Methodology). Based on the results of this analysis, the significance of each potential adverse impact was then assigned to one of two categories: less than significant or potentially significant. Criteria for assessing the significance of potential adverse impacts on land and shoreline use, recreation, and visual resources are included in Table 1-B.8 in Appendix 1-B, Impact Criteria Tables.

10.2.2.1. Land Use and Shoreline Use

A significant impact on land or shoreline use is one that would occur throughout the study area, would permanently alter designated land use or designated shoreline use, and would:

- Result in an alteration that conflicts with designated uses
- Require a change in zoning
- Cause substantial restriction of use options for surrounding lands or shorelines
- Cause conversion of agricultural lands of long-term commercial significance to non-agricultural land use

For purposes of land use analysis, "designated use" refers to the land use and shoreline use designations officially adopted by Skagit County and the city of Anacortes (i.e., comprehensive plan, zoning, etc.). The term "existing use" means the present condition of land use and shoreline uses and activities within the proposed project area. Adopted land and shoreline use plans, regulations and studies, as well as existing use and development within the study area, were reviewed and evaluated to determine if the proposal is consistent with or conflicts with "designated" or "existing" uses of the area.

Impacts on land or shoreline use that would result in an alteration of use that differs from the existing land or shoreline use, but is consistent with adopted designated use policies and regulations, or that would result in minimal restriction of use options for surrounding lands or shorelines would be considered less than significant. A less than significant impact would also be one that would result in short-term alteration of existing land or shoreline use but at only one location or multiple isolated locations.

10.2.2.2. Recreation

A significant impact on recreation is one that would occur at one or more recreation areas throughout the study area, would impact recreation areas of local, regional or national significance, and would result in:

- A permanent loss or physical change of a recreation area or access to or use of a recreation area
- A permanent loss of recreation activities over a wide area
- A permanent loss of enjoyment of recreational activities over a wide area from changes that would reduce the value or experience of the recreational resource, resulting in avoidance of recreational activity

A less than significant impact on recreation is one that would result in short-term restricted access to or use of a recreation area or activities, reductions in visitation or duration of recreational activity, or loss of enjoyment of a recreation activity. Less than significant impacts on recreation would be realized at one or more isolated locations, or would impact recreation areas that are not areas of local, regional or national significance. Impacts would be short-

term/temporary, persisting only during the construction phase of the proposed project or a portion of the operations phase.

10.2.2.3. Visual

Photographic perspectives and visual simulations of the proposed project were prepared to illustrate what the proposed project would look like from a representative vantage point (CH2M 2016). The visual simulations were used to support the evaluation of potential impacts on visual resources from the proposed project.

The most widely used methodologies for evaluating visual impacts in the U.S. are the Bureau of Land Management's (BLM) Visual Resource Management (VRM) system and the USFS Scenery Management System (SMS). The VRM system (BLM 1978) characterizes existing landscapes on lands under BLM jurisdiction, identifies and evaluates the scenic values of those lands, determines visual impacts from projects, and ultimately determines the appropriate level of management of visual resources on BLM lands. The SMS (USFS 1995) measures the scenic value of lands in national forests, taking into account a wide variety of existing and desired landscape characteristics, such as (but not limited to) slope; vegetative cover type, pattern, height and distribution; soils; geology; and the "edge effect" where different landscape elements meet. It then characterizes existing landscapes and provides the framework for management activities related to visual resources in national forests. The proposed project is not located on either forest land or BLM land. For purposes of the visual resource assessment, visual impacts were analyzed based on the principles of the SMS and VRM. Using this approach, existing visual resources were characterized by standard visual resource criteria and the proposed project was analyzed for compatibility with those existing characteristics.

A significant impact on visual resources is one that would occur from a visually sensitive area within the study area, would be a permanent or persistent alteration of existing views or aesthetic conditions, and would result in:

- Alteration of existing landscape conditions, views or aesthetics that are visually disruptive and incompatible with existing views or aesthetic conditions, or
- Alteration of existing nighttime lighting conditions (i.e., the appearance of artificial lighting) or nighttime views that are visually disruptive and incompatible with existing views or aesthetic conditions.

A less than significant impact on visual resources would result in minor to moderate alterations in the visual landscape or nighttime lighting that is similar to and compatible with existing views and aesthetic conditions. Impacts that are realized at one or more isolated locations that are not of visual importance or that would be temporary, persisting only during the construction phase of the proposed project, or a portion of the operations phase would also be considered less than significant.

10.2.2.4. Unplanned Events

In addition to the potential impacts that could occur during the construction period and regular and routine operations activities over the life of the proposed project, impacts may also result from an unplanned event (see definition in Chapter 1, Introduction). In the case of this chapter, spills occurring at the refinery or in the marine environment as a result of the proposed project fall into this category. The methodology for evaluating impacts related to spills follows the same methodology as for planned events – impacts are characterized by potential magnitude, geographic extent, and duration. However, for unplanned events, if the impact of the unplanned event is potentially significant, then the likelihood of an event occurring is assigned using a qualitative scale of probability categories described as Negligible, Low, Medium, or High (see Chapter 1, Section 1.7, Methodology).

10.3. LAND USE AND SHORELINE USE

Land and shoreline use for the proposed project includes infrastructure additions and upgrades within the footprint of the refinery, expanding the roadway for a section of North Texas Road, temporarily using the port facilities in the city of Anacortes to deliver proposed project components, and shipping product from the refinery's existing wharf. Additional equipment and infrastructure would be added to the existing refinery wharf and causeway.

10.3.1. Affected Environment

The proposed project is located on the March Point peninsula, just east of the city of Anacortes in unincorporated Skagit County. Unless otherwise specified in this section, "March Point" refers to the portion of the peninsula north of South March Point Road.

10.3.1.1. Land Use

The refinery is situated on land that is designated by Skagit County as Anacortes UGA Urban Development District (A-UD) (Figure 10-1). The city of Anacortes has adopted the Heavy Manufacturing Use District (HM) designation for March Point (see Figure 10-2). The HM zoning applicable to March Point (including North Texas Road), defined in AMC 17.06.497, allows a variety of manufacturing uses at the refinery and surrounding lands. Permitted uses include, but are not limited to, industrial, processing, and shipping terminals, provided that such uses do not result in "smoke, dirt, noise, vibrations, odor, glare, or other nuisances or hazards detrimental to the health, welfare, and safety of" people within or adjacent to the HM zone district (AMC 17.15.020). The City has also adopted the Manufacturing and Shipping District for the existing Port of Anacortes wharf facility. The primary purpose of the Manufacturing and Shipping district is to "accommodate manufacturing and shipping uses that can utilize the deep waters of the Guemes Channel" (AMC 17.17.010). Permitted uses within the Manufacturing and Shipping zone include, but are not limited to, storing and shipment of goods, piers, wharfs, dry docks, and related facilities.

The new infrastructure that would be built by the proposed project would be entirely within the approximately 1,020 acres of land owned and managed by Tesoro on March Point. Tesoro's land

includes approximately 380 acres of developed petroleum refinery areas, including process units, tank farms, support facilities, and related infrastructure; and 370 acres of land currently leased for cattle grazing. The remaining 270 acres is generally undeveloped, and includes a private recreation area north of the refinery, vegetated areas, the East March Point Wetland Mitigation site to the east, and pasture land to the west.

Other existing land uses on March Point include the Shell Puget Sound Refinery, directly south of the proposed project, as well as industrial manufacturing and fabrication facilities, a chemical manufacturing facility, and a cogeneration plant to the south and east. Land associated with these other existing industrial uses encompasses approximately 980 acres. Approximately 10 single-family residential homes are located along the perimeter of March Point to the west, east, and south of the proposed project. These residences and associated undeveloped parcels encompass approximately 40 acres (Skagit County 2016).

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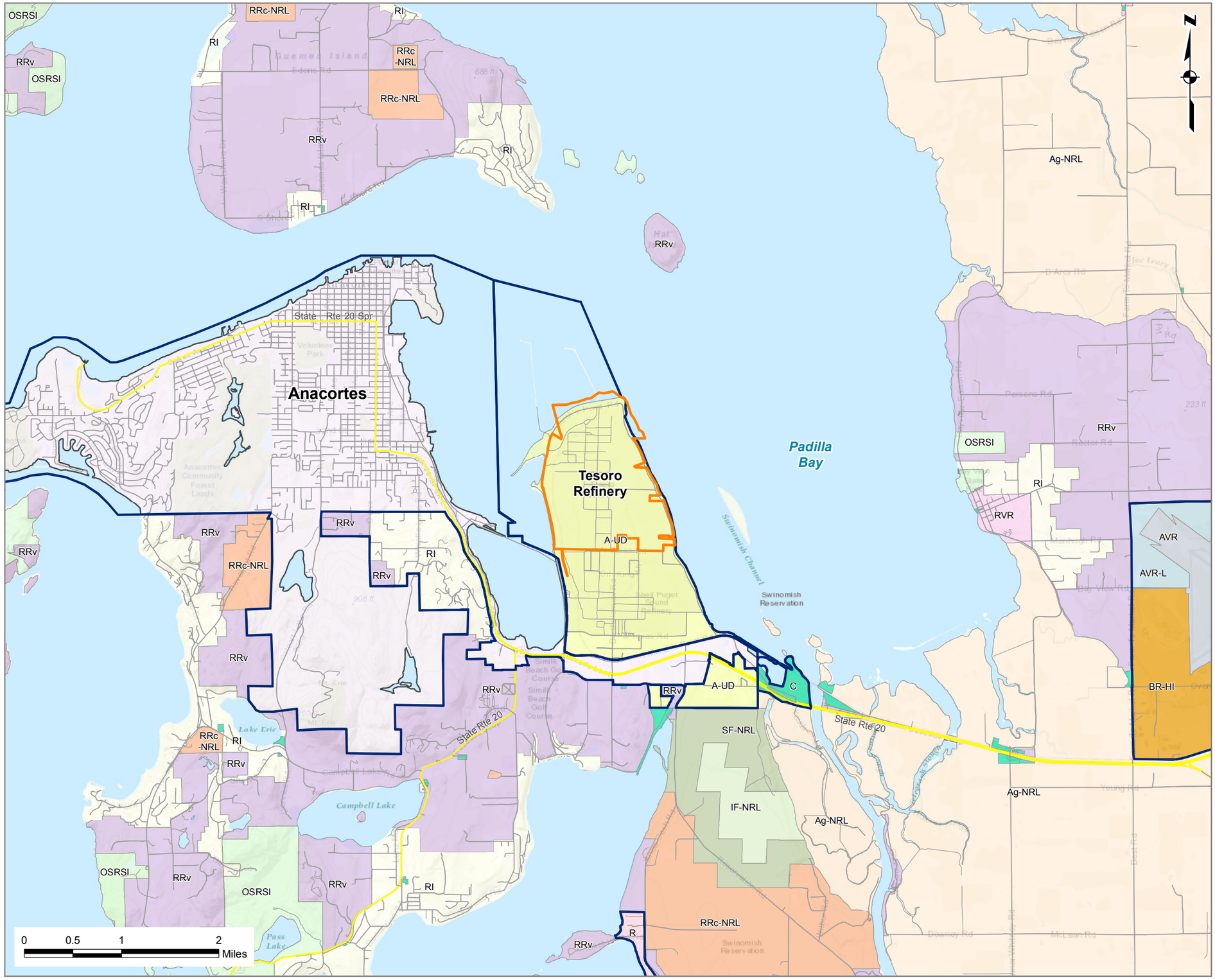

Legend

- Tesoro Refinery Boundary

UGA ZONING
- [UGA] Urban Growth Area
- [AVR] Aviation Related
- [AVR-L]Aviation Related - Limited
- [BR-HI] Bayview Ridge Heavy Industrial
- [A-UD] Anacortes UGA Development District
- [LC-UD] LaConner UGA Urban Development District
- [MV-UD] Mount Vernon UGA Urban Development District
- [R] Residential (Swinomish UGA)
- [C] Commercial (Swinomish UGA)

URBAN
- Incorporated Area

RURAL
- [RI] Rural Intermediate
- [RRv] Rural Reserve
- [RVR] Rural Village Residential

NATURAL RESOURCE LANDS
- [RRc-NRL] Rural Resource - NRL
- [Ag-NRL] Agricultural - NRL
- [SF-NRL] Secondary Forest - NRL
- [IF-NRL] Industrial Forest - NRL

COMMERCIAL / INDUSTRIAL
- [RB] Rural Business
- [RC] Rural Center
- [RVC] Rural Village Commercial
- [RFS] Rural Freeway Service
- [NRI] Natural Resource Industrial
- [SRT] Small-Scale Recreation & Tourism
- [SSB] Small-Scale Business
- [RMI] Rural Marine Industrial
- [MPR] Master Planned Resort

OPEN SPACE
- [OSRSI] Public Open Space of Regional/Statewide Importance

Notes:
Comprehensive Plan/Zoning Data provided by Skagit County GIS
Source:
ESRI Topographic Web Mapping Service
NAD 1983 UTM Zone 10N

Figure 10-1
Skagit County
Comprehensive Plan / Zoning Map
Tesoro Anacortes Refinery
Clean Products Upgrade Project
Draft Environmental Impact Statement
Anacortes, Washington

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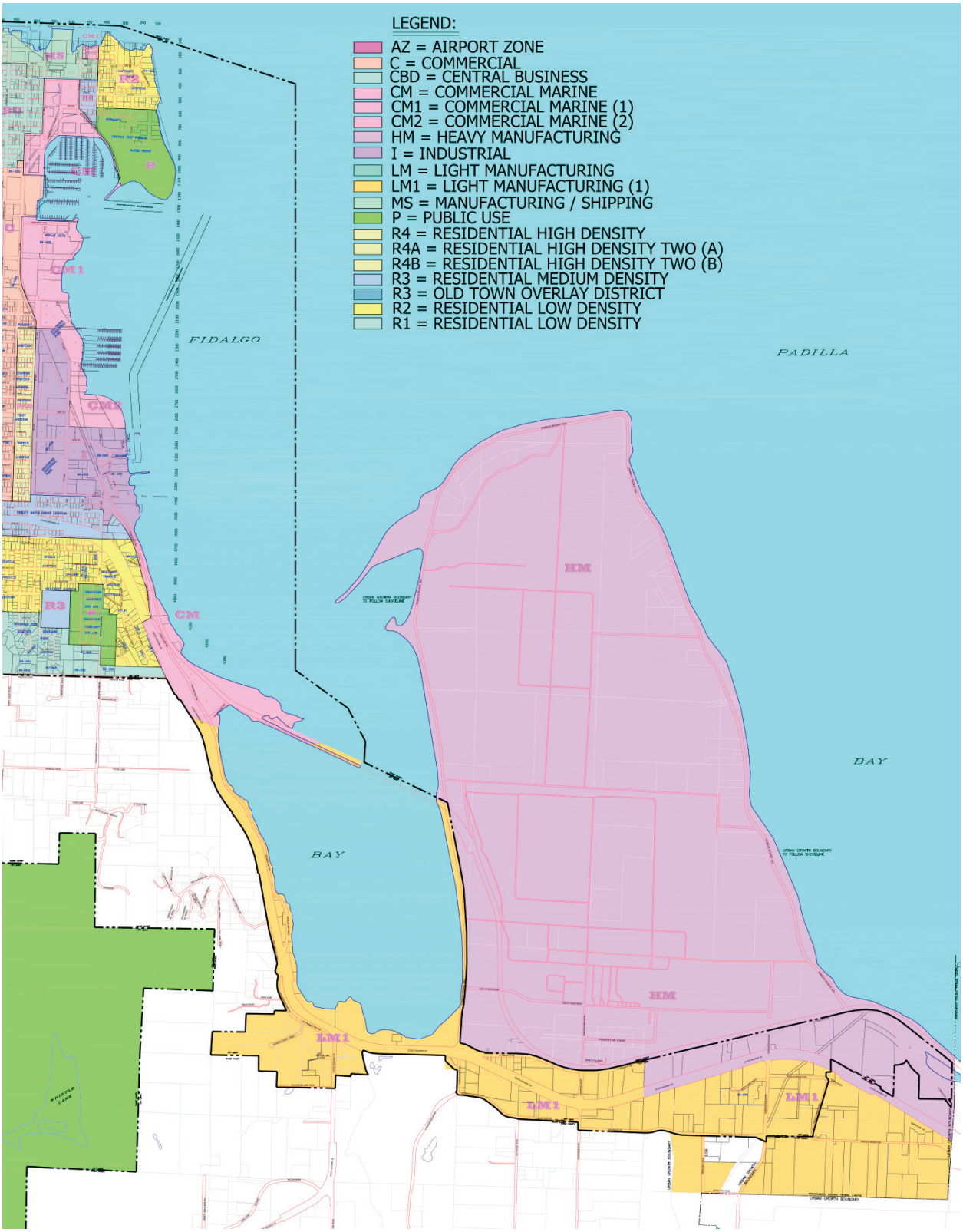


Source: City of Anacortes 2016 (Zoning/Plats--Short Plats Map)

10-2: City of Anacortes Comprehensive Plan Zoning Map

10.3.1.2. Shoreline Use

The Skagit County Shoreline Management Master Program shoreline area designations for the portions of the refinery located within Skagit County shoreline jurisdiction are "Urban" and "Aquatic" (waterward of the ordinary high water mark) (see Figure 10-3). Water-dependent and water-related port and industrial development, including petroleum transfer facilities and piers/wharfs for port, industrial or commercial purposes, are allowed subject to the permit requirements of the Skagit County shoreline program. Shoreline requirements for "Urban" areas include a standard 100-foot setback and buffer from the ordinary high water mark for onshore primary buildings or development (with a 1-foot increase per each additional foot of structure over 35 feet in height). Critical areas ordinance requirements for "Urban" marine shorelines also include a standard 140-foot buffer for fish and wildlife habitat conservation areas (SCC 14.24.530[2]).

The city of Anacortes shoreline area designation for the Port of Anacortes is "Urban Maritime" and "Aquatic" (waterward of the ordinary high water mark) (see Figure 10-4). Industrial and port use and development, including docks, piers, boat launch facilities, and other similar shoreline access facilities, are allowed uses subject to the provisions of the city's Shoreline Master Program.

The shoreline portion of the proposed project extends north of March Point over aquatic lands that are subject to Tesoro's WDNR aquatic lands lease. Existing development within the lease area includes the refinery wharf and associated vessel berths and support infrastructure used for loading and unloading vessels at the wharf facility (e.g., mechanical equipment, pre-boom system, product pipelines, operations and equipment shelters). The wharf system also includes an approximately 3,200-foot causeway that supports a pipeway and roadway deck that provides vehicle and personnel access from the refinery, over March Point Road, to the wharf.

Other existing shoreline uses near the proposed project include a small vessel boat ramp owned by Tesoro (but not intended for proposed project use) and the Shell Puget Sound Refinery pier. The boat ramp is approximately 0.5 mile west of the proposed project, and the Shell pier is located approximately 0.25 mile west of the refinery wharf.

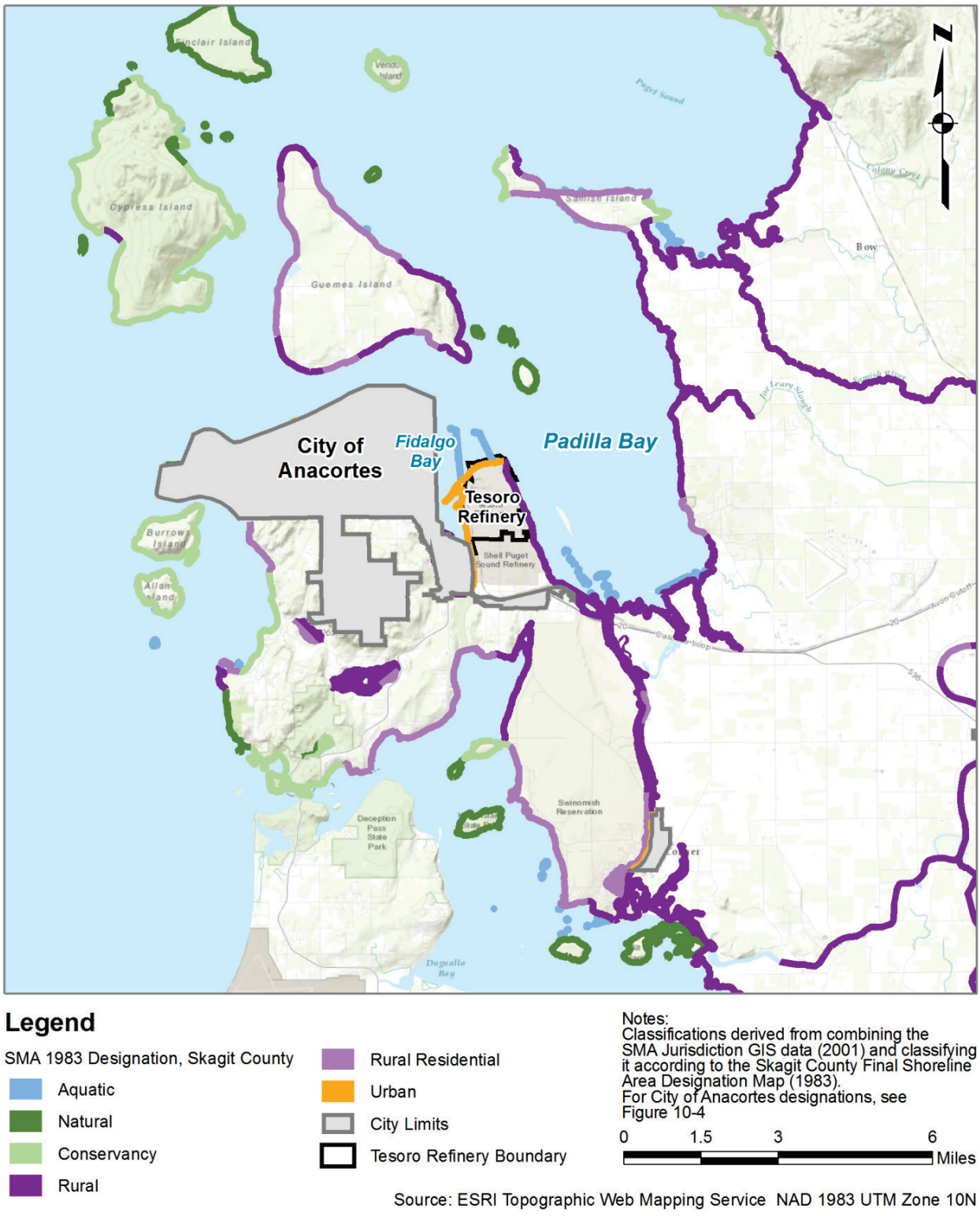


Figure 10-3: Skagit County Shoreline Management Master Program Map

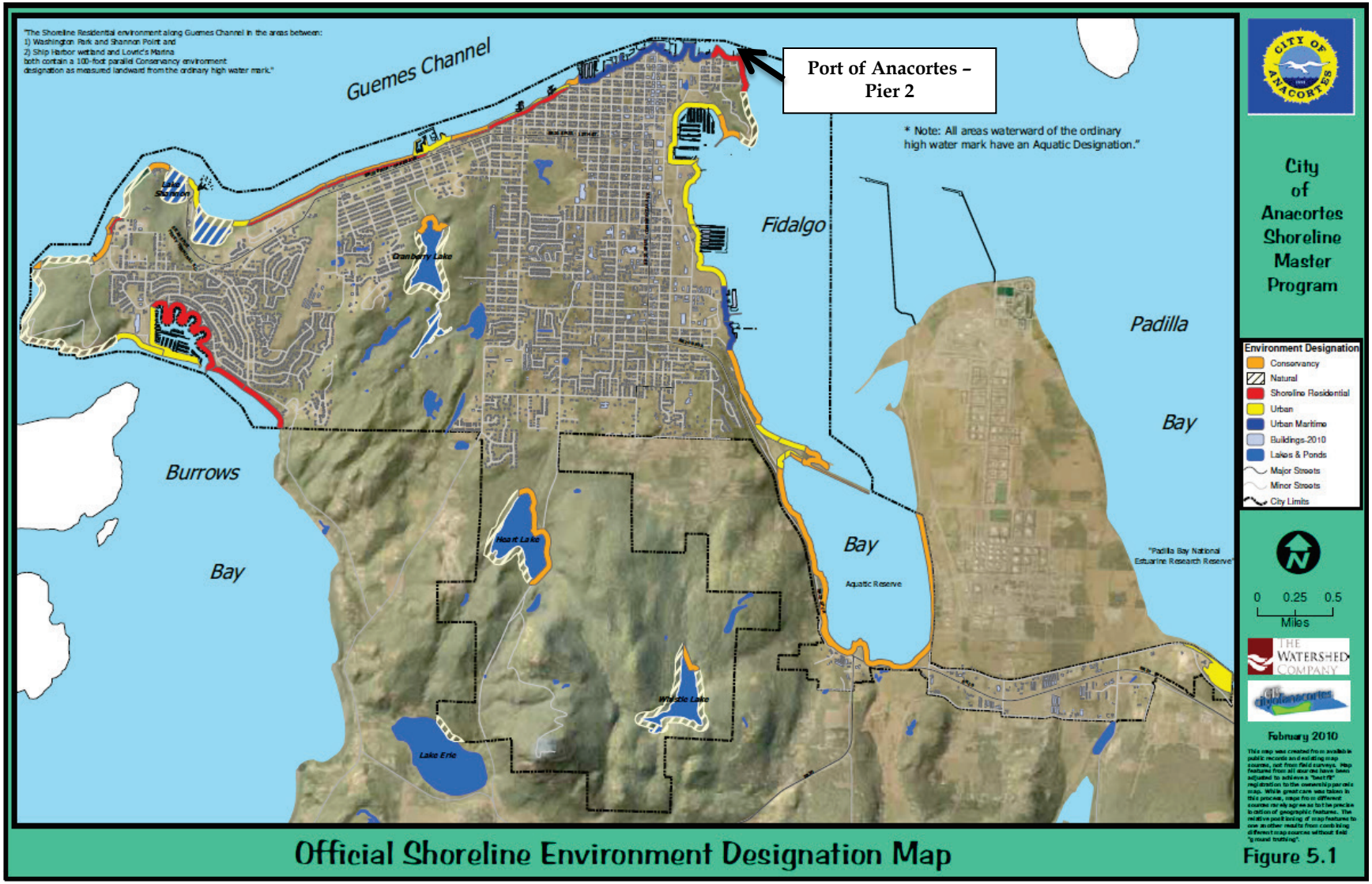


Figure 10-4: City of Anacortes Shoreline Master Program Map

Marine waters in proximity to the refinery include Fidalgo Bay to the west and Padilla Bay to the east. The Fidalgo Bay Aquatic Reserve is located directly west of the proposed project and contains approximately 686 acres of state-owned tidelands and bedlands that extend from the south end of Fidalgo Bay to Crandall Spit (see Figure 10-5). Per the Fidalgo Bay Environmental Aquatic Reserve Management Plan (EARMP), the environmental reserve may be used for research and monitoring, restoration and enhancement, environmental education and public access, and commercial and recreational fishing (WDNR 2008). The Padilla Bay National Estuarine Research Reserve (NERR) is situated approximately 0.9 mile east of the proposed project, and generally extends from the south end of Padilla Bay, west to Saddlebag Island, and north to the southwestern tip of Samish Island (see Figure 10-5). Approximately 12,100 acres of land and water within the 13,500 acre NERR boundary are owned and managed by the Padilla Bay NERR (Stevens et al. 2016), 400 acres are held in public ownership by other state of Washington agencies, and approximately 1,000 acres remain in private ownership. Ecology owns and manages the NERR for long-term research and use as a base for estuarine education and training, as well as a variety of public access opportunities, including education, interpretation, monitoring, and recreation (e.g., camping, hunting, fishing, non-commercial shellfish harvest, hiking, and swimming) (Stevens et al. 2016).

10.3.2. Potential Impacts on Land and Shoreline Use

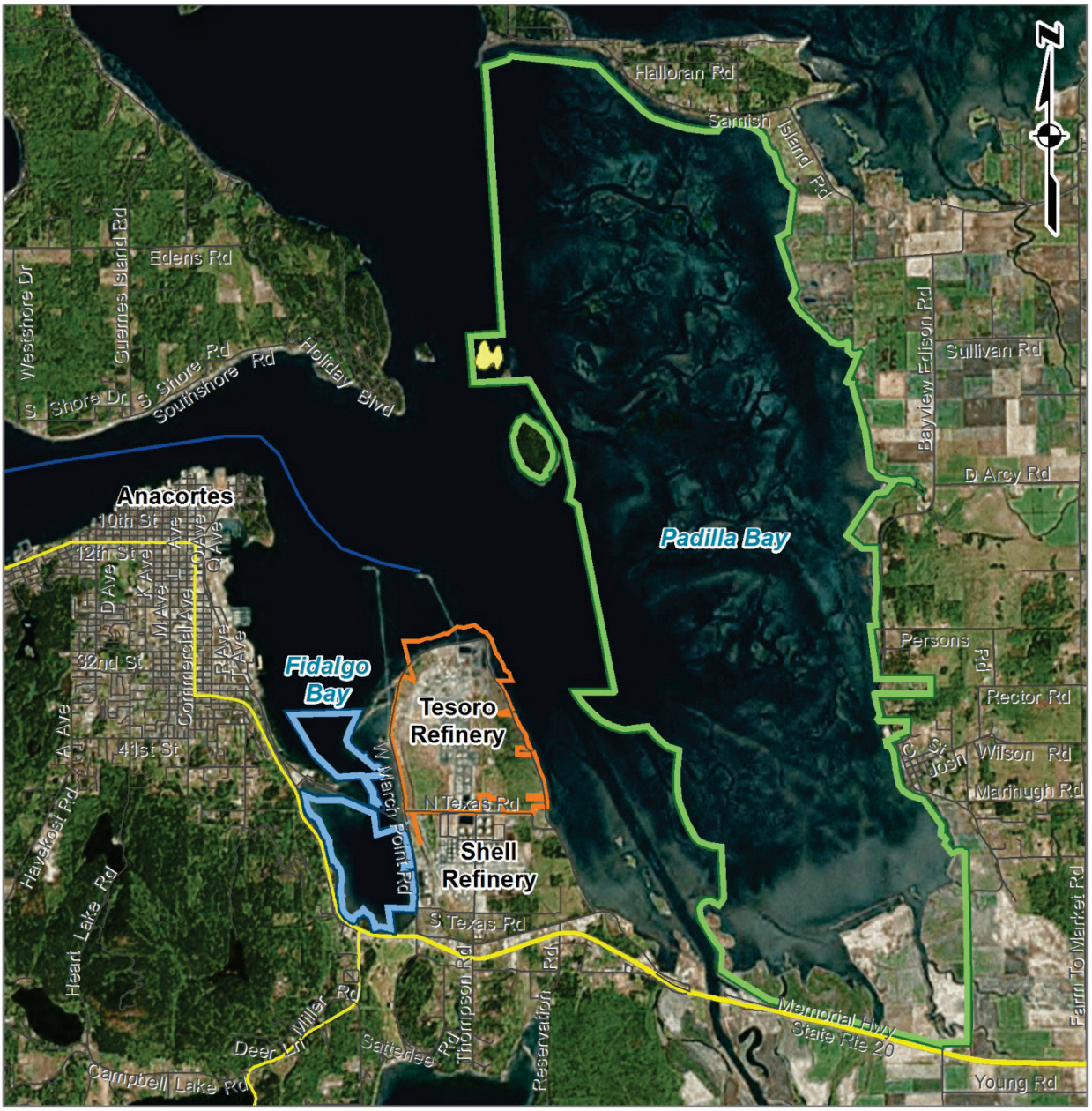
The proposed project's impacts on land and shoreline use are described separately below for construction and operation (see Table 10-3). Potential impacts on land and shoreline use are summarized in Section 10.3.2.4.

10.3.2.1. Impacts on Land Use and Shoreline Use from Construction

Construction-related impacts within the proposed project area are described in this section. As described in Chapter 2, Section 2.6, Proposed Project Facilities, the proposed project would consist of expansion/construction of areas planned for proposed project components within the refinery, expanding the Gate 10 Access, and widening North Texas Road.

Proposed project activities would also include temporary use of existing developed areas for purposes of proposed project component delivery, equipment staging and storage, materials laydown, and construction office trailers.

Table 10-3 identifies the existing land use for each proposed project component area and the changes in land use, if any, that would occur as a result of construction.



Source: WDNR 2008 and Stevens et al. 2016

Figure 10-5: Fidalgo Bay and Padilla Bay Reserves

Table 10-3: Overview of Proposed Project Area for Land and Shoreline Use

Proposed Project Component	Land Area Developed	Land/Shoreline Use			Regulatory Designation
		Existing	During Construction	Operations & Maintenance	
NHT	0.12 acre	Industrial	Industrial	Industrial	UGA[a]/HM[b]
Isom Unit	0.45 acre	Industrial	Industrial	Industrial	UGA/HM
ARU	4.00 acres	Industrial	Industrial	Industrial	UGA/HM
MVEC (VCU)	0.15 acre	Industrial	Industrial	Industrial	UGA/HM
MVEC (DSU)	432 sq. ft.	Industrial (wharf)	Industrial (wharf)	Industrial (wharf)	Urban[c]/Aquatic[d]
MVEC (3-inch natural gas line)	4,300 feet	Industrial (causeway/wharf)	Industrial (causeway/wharf)	Industrial (causeway/wharf)	Urban/Aquatic
New Tanks Area	18.0 acres	Agriculture	Industrial	Industrial (15 acres), Agriculture (3 acres)	UGA/HM
Temporary Construction Laydown Area	5.00 acres	Agriculture	Industrial	Agriculture	UGA/HM
North Texas Road Refinements	0.37 acre	County road, industrial, agriculture	County road, industrial	County road, industrial	UGA/HM

[a] Skagit County and city of Anacortes comprehensive plan designation
[b] City of Anacortes zoning designation
[c] Skagit County Shoreline Management Master Program area designation - above OHWM
[d] Skagit County Shoreline Management Master Program area designation - waterward of OHWM

Construction work would be conducted within the Anacortes Municipal UGA and the underlying HM zone district, which have been designated as areas where industrial use and employment are expected to remain a contributing factor to the overall industrial land supply of Skagit County (City of Anacortes 2013; Skagit County 2007; ECONorthwest 2014). Construction would occur within the previously developed refinery, on undeveloped pasture land owned by the refinery, and within the North Texas Road ROW. Marine deliveries for construction would occur at the Port of Anacortes.

Construction of the New Tanks Area and a portion of the North Texas Road Refinements would convert existing pasture land to industrial and road use. Three acres at the New Tanks Area and a temporary construction laydown area west of the New Tanks Area, if needed, would be temporarily removed for construction and would be restored to pasture after construction is complete. Though the New Tanks Area, a portion of the North Texas Road Refinements area, and the temporary laydown area are currently used for agricultural/ranching purposes, no portion of March Point has been designated as agricultural lands of long-term commercial significance, per RCW 36.70A.170(a), or zoned for agricultural purposes.

Construction at the pier would consist of accessory uses to the existing refinery wharf, and would not alter the primary permitted industrial shoreline use. Installation of the DSUs and natural gas line components would not expand the footprint of the existing wharf structure and, therefore, would not expand the developed footprint of the wharf within the 100-foot shoreline setback and buffer established under the Skagit County Shoreline Management Master Program (Section 7.11.2.C) or the 140-foot fish and wildlife habitat conservation area buffer established under SMC 14.24.530(2). Tesoro has sited all other proposed project components more than 200 feet

upland of the shoreline environment (i.e., outside of shoreline jurisdiction) to avoid shoreline impacts.

Associated proposed project activities within city of Anacortes shoreline jurisdiction would include barge- and vessel-based delivery and temporary staging of proposed project components prior to upland delivery to the refinery (see Chapter 2, Section 2.7.3, Construction Vessel Traffic, Section 2.7.4, Construction Vehicle Traffic, and Figure 2-14). Delivery and temporary staging of proposed project components in the city of Anacortes would be consistent with existing use of the port facilities and would not require changes to the adopted "Manufacturing and Shipping" or "Urban Maritime" land/shoreline use designations.

Based on the above analysis, proposed project construction would be consistent with the adopted land and shoreline use designations of the Skagit County and city of Anacortes comprehensive land use plans and codes for March Point. It would not convert agricultural lands of long-term commercial significance and would not require a change in zoning. The project would also be consistent with county setback guidelines and would not cause substantial restriction of use options for surrounding lands/shorelines. To ensure that the proposed project complies with applicable federal, state, and local planning requirements, Tesoro would obtain appropriate permits and approvals prior to construction. Therefore, the impact of the proposed project on land use and shoreline use during construction would be ***less than significant***.

10.3.2.2. Impacts on Land Use and Shoreline Use from Operations and Maintenance

Operations and maintenance of the proposed project would include long-term use and maintenance of proposed project components and operation of marine vessels. Operations and maintenance activities would persist through the life of the proposed project and would be similar to existing activities that would otherwise be conducted at the refinery.

Chapter 9, Environmental Health, discusses the proposed project's noise impacts; Chapter 4, Air Quality and Climate Change, discusses air quality impacts; and Section 10.5 of this chapter discusses impacts on aesthetics and visual resources.

The proposed project would result in an additional five marine vessels traveling to and from the refinery wharf per month (60 vessels per year). These vessels would travel within the designated marine transport corridor already existing at the refinery wharf where the refinery currently receives an average of 317 vessel calls per year, based on annual average of data from 2002 to 2014 (see Chapter 13, Section 13.3, Vessel Traffic). The addition of project-related marine vessels represents an increase of 2.2 percent or less compared to current large vessel activity in the study area (see Chapter 13, Marine Transportation, Table 13-9).

Additional vessel calls would not constitute a change in existing shoreline use. While increased marine vessel calls would also increase the frequency of current wharf operations, an increase in marine vessel traffic would not expand the footprint of shoreline infrastructure and operations at the existing wharf, would not change existing use of the marine transport corridor, and would not change or conflict with the designated or permitted land/shoreline use of the proposed project area, adjacent reserves (i.e., the Fidalgo Bay Aquatic Reserve, Padilla Bay NERR, Cypress

Island Aquatic Reserve, Protected Island Aquatic Reserve, Smith & Minor Islands Aquatic Reserve), or in the study area.

The operations and maintenance of the proposed project described in Chapter 2, Proposed Action and Alternatives, would be consistent with the land use and shoreline use designations adopted by Skagit County and the City of Anacortes. Operation and maintenance activities would not require a change in zoning, would not cause substantial restriction of use options for surrounding land or shoreline use, and would not result in conversion of agricultural lands of long-term commercial significance. Therefore, the impact of the operation of the proposed project on existing and planned land/shoreline use would be ***less than significant***.

10.3.2.3. Impacts on Land Use and Shoreline Use from Spills and Spill Response

The sections above address the potential impacts that could occur during construction and routine operation and maintenance activities over the life of the proposed project. This section addresses impacts from a spill related to the proposed project.

Refinery Spills during Construction, Operations, and Maintenance

Construction activities present a risk of an unplanned release of hazardous materials, such as fuels, lubricants, oils or hydraulic fluids. Spills during construction would most likely be associated with material storage or fueling, and would be small in volume. Operation of the proposed project could result in releases of hazardous materials such as xylene, reformate, sulfolane, ammonia, perchloroethylene and other petroleum products. Spills could occur during transfer operations, from transfer pipeline or valve leaks, pump or sump failures, overfilling storage tanks or from routine maintenance activities. Spills during operations could involve larger spill volumes than during construction. A spill would have potential to impact shoreline and land uses surrounding the refinery.

Multiple layers of spill prevention and response measures are currently in place at the refinery, and would be in place for the proposed project. These prevention and response measures are described in Chapter 2, Chapter 2, Section 2.7.6, Construction Site Controls, and Section 2.8.5, Operational Site Controls.

In the event that prevention measures fail, spilled materials could be released to surrounding land or shoreline. However, spill response would rapidly occur by trained on-site personnel and it is not anticipated that land or shoreline use would be impacted, except for a very brief period. The materials, in particular the more volatile materials such as mixed xylenes, reformate, ammonia and other volatile components of petroleum products, would rapidly dissipate through evaporation.

A spill at the refinery, including a spill on the wharf, would therefore be contained within the refinery as a result of the embedded controls and BMPs in place. Because the spill would be managed within refinery grounds or in the immediate vicinity of the wharf and be rapidly addressed, a spill would not result in a restriction of access to or a change in use of adjacent lands or shoreline. Therefore, the impact on existing and planned land/shoreline use due to

accidental upland spills at the refinery would be ***less than significant***. Spills to marine water that go beyond the wharf are discussed further below.

Marine Spills from Vessels During Operations

Computer models were used to simulate uncontrolled releases of mixed xylene and reformate into the environment for three spill scenarios based on theoretical spill volumes consistent with volumes used for spill response planning purposes: a worst-case scenario, a maximum most probable spill scenario, and an average most probable spill scenario (see Chapter 13, Section 13.5, Marine Spills and Spill Response). Under a worst-case spill scenario or maximum most probable spill scenario, a spill occurring close to the shoreline could result in temporary restricted shoreline access until the xylene or reformate evaporate (no persistent residue would remain).

The spatial extent of a spill would vary depending on seasonal and tidal conditions. In the modeled worst-case spill scenario, the area covered by spilled material was estimated at up to 23.5 square miles of surface water, and up to 11.5 miles of shoreline. The modeling results indicated that 99.5 percent of material in the worst-case spill scenario had evaporated or dissipated within three days of the spill. Modeling of air emissions presented in Chapter 4, Air Quality and Climate Change, identified that health-protective acceptable source impact level (ASIL) would be exceeded for up to 24 hours.

Due to the short time until spilled materials evaporate or dissipate, spill response actions at the shoreline would primarily be limited to restricting access until the xylene or reformate have evaporated to less than toxic levels. Even assuming response actions are not able to prevent products reaching the shoreline, a worst-case marine spill would result in a ***less than significant*** impact on land and shoreline use because, due to the rapid evaporation and dissipation of spilled materials, the character of the shoreline would not be changed and access restrictions would be short term. The likelihood of a spill occurring is negligible to low, and would not significantly change from existing conditions as a result of the proposed project (see Chapter 13, Marine Transportation, Section 13.5.6, Spill Likelihood). Safety measures are in place to prevent spills from marine vessels transiting the marine vessel transportation route and for loading/unloading petroleum products safely at the wharf (see Chapter 13, Section 13.4, Vessel Safety, and Appendix 2-A, Existing Programs and Operations). In addition, spill response resources (both equipment and personnel) are available to respond immediately in the event of a spill throughout the study area, as described in Chapter 13, Section 13.5, Marine Spills and Spill Response.

10.3.2.4. Summary of Potential Impacts on Land and Shoreline Use

The potential impacts of the proposed project discussed in this section are summarized in Table 10-4.

Table 10-4: Summary of Potential Impacts on Land and Shoreline Use

Impact Topic	Impact Summary	Potential Impact Significance	
		Less than Significant	*Potentially Significant*
Construction			
Change in land/shoreline use	Construction of the New Tanks Area and portions of the North Texas Road Refinements would permanently change approximately 15 acres of existing pasture land to industrial tank storage. An additional 3 acres associated with the New Tanks Area and 5 acres construction laydown area would be temporarily impacted and would be restored to pasture land following completion of construction activities. In addition, two vessel deliveries would be made during the construction period to the Port of Anacortes within a designated urban shoreline use areas and an existing marine transit corridor. Wharf system construction actions would comply with applicable setbacks, and land/shoreline use would not conflict with existing development or land/shoreline uses and would be consistent with existing and adopted designated use policies and regulations.	√	
Operations			
Change in land/shoreline use	Operations and maintenance activities associated with the elements of the proposed project would occur within the refinery property in an adopted urban growth area zoned for heavy manufacturing uses. Activities related to the wharf system would occur within designated urban shoreline areas. Increased vessel traffic would occur at the existing refinery wharf system within the existing marine transit corridor. Change in land/shoreline would be similar to existing uses and would remain consistent with adopted designated use policies and regulations.	√	
Unplanned Event			
Refinery Spill restricting existing land or shoreline use due to refinery spill or refinery spill response.	Spills that might occur during construction would be expected to be a small volume, would be restricted to the immediate vicinity of the spill, and would be rapidly controlled. Spills and spill response within the refinery property would be temporary and contained within the refinery, and would not impact adjacent land and shoreline uses.	√	
Refinery Spill restricting existing land or shoreline use due to marine spill or marine spill response.	Temporary suspension or modification of existing use of shorelines could occur in the event of a marine spill during operation of the proposed project. Impacts from spills and spill response would be temporary (modeling indicated 99.5% of spilled materials evaporated or dispersed within 3 days). Spill response could require the presence of vehicles, vessels, crews, and equipment such as floating booms. The worst-case spill or maximum most probable spill scenario could cause restricted use or temporary evacuation of portions of the shoreline. Permanent impacts on land and shoreline character and use would not occur due to the short time until spilled materials evaporate or dissipate.	√	

10.3.3. Potential Impacts of the No Action Alternative

Under the no action alternative, Tesoro would not proceed with the proposed project. Because no construction or operations would take place under the no action alternative, there would be no new impacts on land and shoreline use.

10.3.4. Additional Mitigation Measures

No additional mitigation measures are recommended beyond the embedded controls that are already incorporated into the proposed project design.

10.4. RECREATION

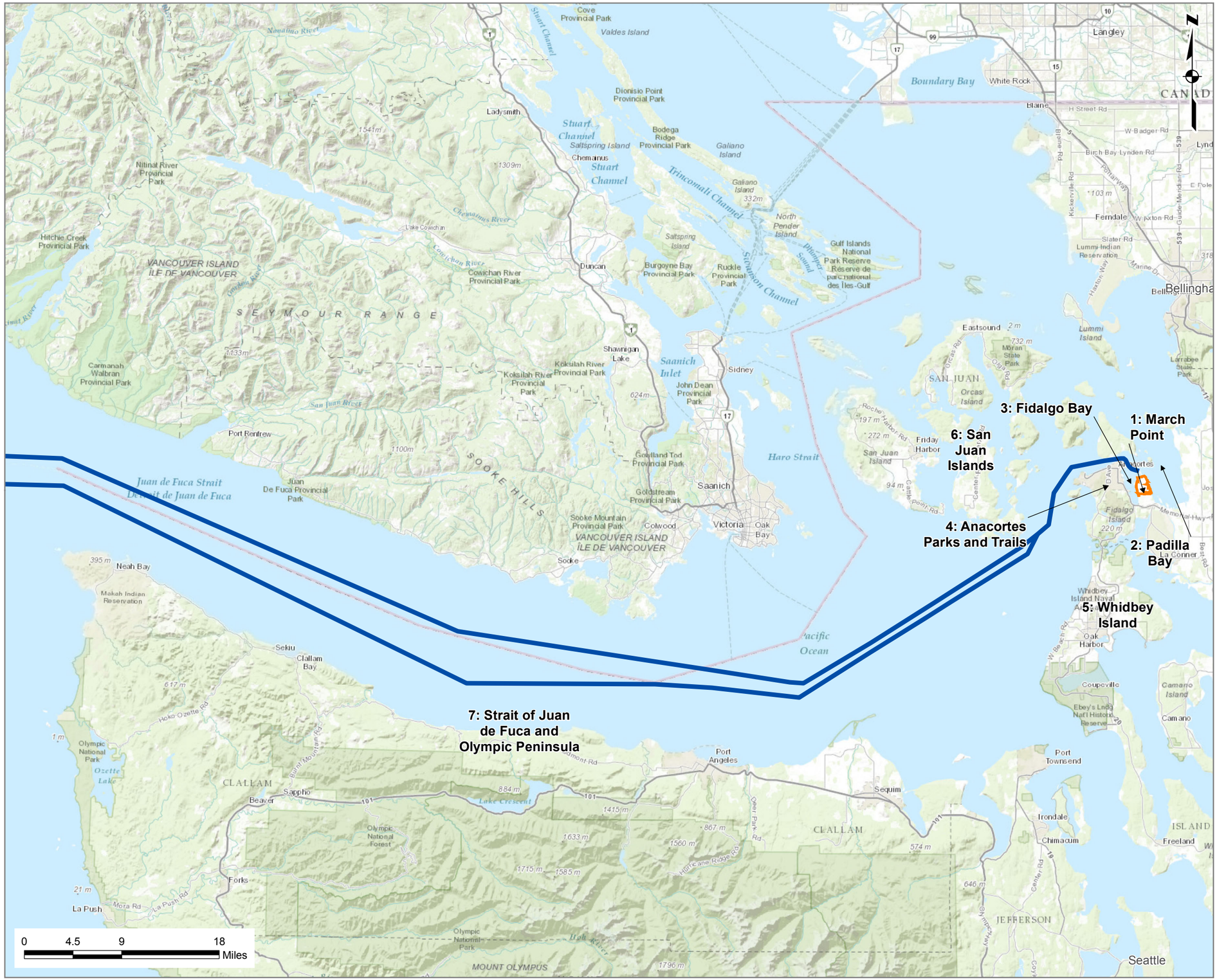
The proposed project would increase activities at the refinery and increase marine vessel traffic. This section addresses whether the proposed project's activities would result in restriction or loss of access to, or enjoyment of, public or private recreation area or recreational activities.

10.4.1. Affected Environment

Recreational resources in the study area include manmade features such as campgrounds, parks, hiking/walking trails, recreation areas, resorts and casinos on Native American/Indian reservations. Natural resource areas important for recreation include aquatic reserves, wilderness areas, wildlife sanctuaries, and natural resource conservation areas. Common recreational activities in the study area include boating, fishing and shellfishing, camping and picnicking, hiking and beach walking, bicycling, SCUBA diving, whale watching/wildlife viewing/tide-pooling, and gambling/resort-going. Recreation activities common in the study area and the recreation areas in which they occur are described below.

10.4.1.1. Recreation Resources

The geographic areas where recreation occurs in the study area include: March Point, Padilla Bay, Fidalgo Bay, Anacortes, Whidbey Island, San Juan Islands, and Strait of Juan de Fuca and Olympic Peninsula. Figure 10-6 shows the general location of the recreation areas. Figure 10-7 shows the primary recreational resources in the study area near the refinery.



Source:
ESRI Topographic Web Mapping Service
NAD 1983 UTM Zone 10N

Figure 10-6
Geographic Areas of Recreation Locations in the Study Area
Tesoro Anacortes Refinery
Clean Products Upgrade Project
Draft Environmental Impact Statement
Anacortes, Washington

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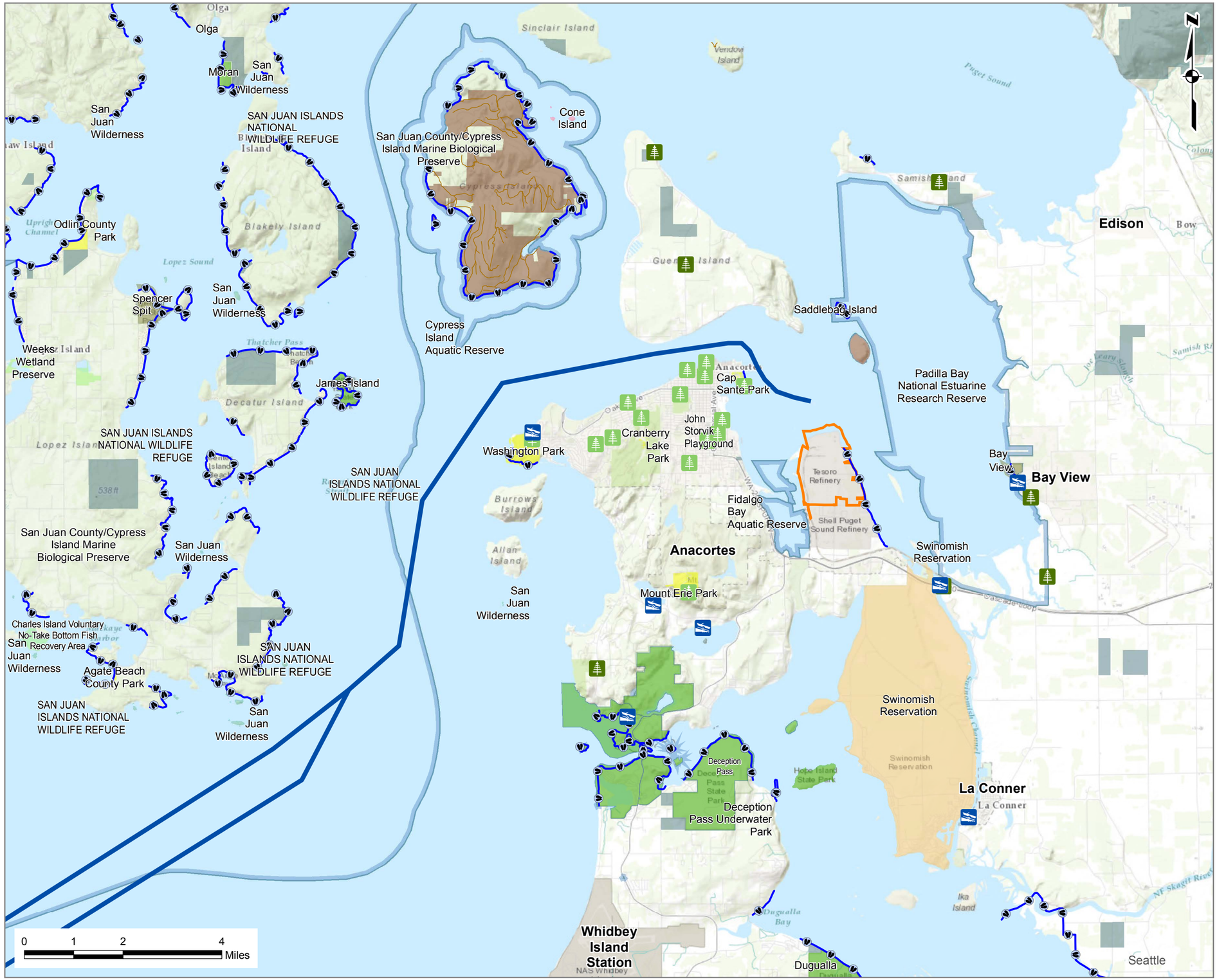

Notes:
Boat Launches, City and County Parks provided by Skagit County
Shellfish Recreation Beaches provided by WA DOH
Protected areas provided by USGS

Source:
ESRI Topographic Web Mapping Service
NAD 1983 UTM Zone 10N

Figure 10-7
Recreational Resources in the Vicinity of the Refinery
Tesoro Anacortes Refinery
Clean Products Upgrade Project
Draft Environmental Impact Statement
Anacortes, Washington

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March Point

There are no public recreation areas on March Point; however, the road along March Point's coast is used by bikers, walkers, and runners (Tesoro 2016) and is part of the Pacific Northwest National Scenic Trail. Aquatic recreation activities such as boating, shell fish harvesting, and beach walking, do occur adjacent to March Point in Padilla and Fidalgo bays (see Figure 10-7).

Padilla Bay

All of Padilla Bay is located within the study area. The entire eastern and southern shorelines of Padilla Bay and the majority of Padilla Bay's waters are designated as the Padilla Bay National Estuarine Research Reserve, which is part of the National Estuarine Research Reserve System (Figure 10-7). The Padilla Bay National Estuarine Research Reserve Management Plan's Public Access Plan describes public recreation areas within and adjacent to the reserve (Stevens et al. 2016). These areas include the Breazeale-Padilla Bay Interpretive Center, the Upland Trail from the interpretive center, an observation deck and beach access at the interpretive center, Bay View State Park and Beach, a boat launch at Bay View State Park, the Padilla Bay Shore Trail, all of which are on the east side of Padilla Bay. In addition, there are three islands accessible only by boat located north of March Point in Padilla Bay (Saddlebag, Dot, and Hat Islands) (Stevens et al. 2016). Each year more than 20,000 people visit the Breazeale-Padilla Interpretive Center (Skagit Stream Team 2002).

Recreational boating and recreational harvest of shellfish are common public uses of Padilla Bay (Skagit Stream Team 2002). Bay View State Park on the east shore of the bay and south of the interpretive center accommodates tent and RV camping. Views from the park include the San Juan Islands to the northwest, Olympic Mountains to the west, and Mt. Rainer to the south (State Parks 2015). The refinery is also visible at approximately 3.5 miles west of the park (see additional discussion in Section 10.5).

A portion of Padilla Bay's tidelands belong to the Swinomish Tribe and the Swinomish Reservation. The Swinomish Casino and Lodge overlooks Padilla Bay on the south shore.

Fidalgo Bay

All of Fidalgo Bay is located within the study area. The majority of Fidalgo Bay, immediately west of the proposed project at March Point, consists of the Fidalgo Bay Aquatic Reserve (see Figure 10-7). The reserve was established to conserve and protect the unique habitats and native species in the area. The Fidalgo Bay Environmental Aquatic Reserve Management Plan (WDNR 2008) mentions the following recreational activities in the bay: recreational fishing, tribal shellfishing, and boating. The Tommy Thomson walking and biking trail crosses through the middle of the bay via causeway, connecting Anacortes and March Point. Historically, the bay was used by the Swinomish and Samish Tribes for hunting, fishing, and gathering. Today the reserve is "usual and accustomed grounds" for recognized tribes, including the Swinomish Indian Tribal Community (Aquatic Reserves 2016). Chapter 11, Section 11.5.1, Affected Environment, discusses tribal fisheries and aquaculture in the study area.

Anacortes Parks and Trails

Several coastal parks with walking trails in and around the city of Anacortes are within the study area, including: Washington Park, Cap Sante Park, Rotary Park, Sharpe Park, and Montgomery Duban Headlands (Anacortes Parks and Recreation 2009). Trails on the coast of Anacortes within the study area include the Scenic Loop Road at Washington Park, Ship Harbor Interpretive Trail, Guemes Channel Trail, a 0.25-mile trail at Rotary Park, and walking trails at Sharpe Park (Skagit County Undated). Additional parks in and around Anacortes provide walking trails, beach access and water views. The parks are frequented by picnickers and walkers, with views of the Salish Sea, San Juan Islands, and surrounding mountains. The Pacific Northwest National Scenic Trail crosses through the study area.

Whidbey Island

Whidbey Island Deception Pass State Park is located on the southern shore of Fidalgo Island and the northern shore of Whidbey Island on either side of Deception Pass in the Salish Sea. The park contains the Cranberry Lake Campground, Deception Pass Underwater Park, as well as several hiking trails. The underwater park is frequented by SCUBA divers due to its beautiful scenery and easy accessibility (Perfect Dive 2016). Deception Pass State Park also has a saltwater boat and kayak launch at Rosario Beach, providing public access into the Salish Sea. The Deception Pass Bridge, which connects Fidalgo and Whidbey Islands, is a National Scenic Monument that celebrated its 80th anniversary in 2015 (Anacortes Chamber of Commerce 2015). The Smith and Minor Islands Aquatic Reserve is located approximately 4 miles west of Whidbey Island, and falls within the study area. The reserve was established to protect the unique habitats and native species in the area. Recreational and tribal fishing, crabbing, and wildlife watching are common activities within the Smith and Minor Islands Aquatic Reserve (WDNR 2010).

San Juan Islands

Many of the smaller San Juan Islands are either designated as part of the San Juan Islands National Monument, San Juan Islands National Wildlife Refuge, or are San Juan Wilderness Areas.

The islands and features within the study area that are part of the San Juan Islands National Monument include: Fauntleroy Rock, Dot Island, Reads Bay Island, Lopez Pass, Cape St. Mary, Chadwick Hill, Watmough Bay, Point Colville, Davis Bay Island, Richardson Island, two unnamed rocks/islands, Richardson Rock, Mackaye Harbor Rocks, Outer Bay Rocks, Iceberg Point, Iceberg Point Rocks, and Reservation Bay Rocks (BLM 2016).

The islands within the study area that are designated as San Juan Islands National Wildlife Refuge areas include: Lawson Rock, Pointer Island, Black Rock, Bird Rocks, Williamson Rocks, Colville Island, Buck Island, Boulder Island, Davidson Rock, Castle Island, Blind Island, Aleck Rocks, Swirl Island, several unnamed islands/rocks, Hall Island, Secar Rock, Mummy Rocks, Smith Island, and Minor Island (USFWS 2014a). Of these islands and rocks, all but Smith and Minor Islands also have wilderness designation (Wilderness.net 2016; USFWS 2014a).

The marine environment surrounding Cypress Island is designated as the Cypress Island Aquatic Reserve, with a the boundary that extends to a water depth of 70 feet below mean low tide or 0.5 mile from the extreme low tide, whichever is further seaward (WDNR 2007). The island "is a popular destination for boaters, offering recreational opportunities, scenic viewpoints, lakes, and miles of trails" (Skagit County 2007). Visitor activities are highly regulated on Cypress Island to conform to the Comprehensive Management Plan's objective to preserve its natural ecological systems (Skagit County 2007).

James Island State Park is a boat-only access island east of Decatur Island with campsites, hiking trails, and marine moorings (Washington State Parks 2016). Other activities around the island include crabbing, diving, oyster harvesting, and saltwater fishing.

Overall, the San Juan Islands are frequented by recreationists for boating opportunities, sight-seeing, wildlife watching, hiking, picnicking, camping, diving, and fishing.

Strait of Juan de Fuca and Olympic Peninsula

The Strait of Juan de Fuca and the northern coastline of the Olympic Peninsula are located within the study area. Major recreation sites along the coastline within the study area include: the Dungeness National Wildlife Refuge and the Dungeness County Park/Recreation Area, the Ediz Hook Reservation, Salt Creek Recreation Area and Tongue Point Marine Life Sanctuary, the Pillar Point Recreation Area, Shipwreck Point Natural Resources Conservation Area, and the Makah Indian Reservation at Neah Bay.

The Dungeness National Wildlife Refuge and the Dungeness County Park/Recreation Area are located in the town of Dungeness on the north coast of the Olympic Peninsula. The Dungeness National Wildlife Refuge, a sand spit projecting into the Strait of Juan de Fuca, has rich eelgrass beds that attract shorebirds and other wildlife (USFWS 2014b). The Dungeness County Park and Recreation Area sits at the trailhead for the refuge and provides campsites, hiking and equestrian trails, and scenic views of the Strait of Juan de Fuca (OPTC 2012a).

The Ediz Hook Reservation for Native Birds, part of the Olympic Discovery Trail at Port Angeles, is on the north coast of the Olympic Peninsula. The 8-mile trail provides hiking onto the spit and views of the strait and wildlife viewing.

The Salt Creek Recreation Area and Tongue Point Marine Life Sanctuary are situated on the north coast of the Olympic Peninsula, west of Port Angeles. This site is popular for tide pool viewing, hiking, camping and diving, and birdwatching (OPTC 2012b). The Tongue Point Marine Sanctuary is the eastern-most open rock intertidal habitat in the Strait of Juan de Fuca.

The Pillar Point Recreation Area is a destination for boaters, crabbers, salmon fishing, picnickers, and sight-seers on the north coast of the Olympic Peninsula, about 35 miles west of Port Angeles. This site is also an Audubon designated Important Bird Area because of the unique estuary, shoreline, and shorebird species that occupy them (OPTC 2012c).

Shipwreck Point Natural Resources Conservation Area is a day use area on the north coast of the Olympic Peninsula that offers scenic views, beach access, wildlife viewing, tide-pooling, and

birdwatching. This conservation area is one of the last stretches of beach on the Strait of Juan de Fuca between Port Angeles and Neah Bay that is easily accessible (WDNR 2016).

Makah Indian Reservation and Neah Bay provide opportunities for surfing, camping, hiking the Cape Flattery Trail, offshore saltwater fishing, and beach walking (Makah Tribal Council 2016). Additionally, the Makah Cultural and Research Center, home of the Makah Museum, is available to visitors.

Several boat ramps and marinas along the Strait of Juan de Fuca provide boating access into the strait. Recreational opportunities in coastal Strait of Juan de Fuca and the Olympic Peninsula generally include hiking, camping, boating, sight-seeing, wildlife watching, birdwatching, tide-pooling, fishing, crabbing, surfing, and diving.

Other recreational sites along the shoreline include state, county, and municipal parks, beaches, and campgrounds, as well as municipal piers.

10.4.1.2. Recreational Activities

Boating

Recreational boating activity in the study area includes motorized and non-motorized watercraft use, such as sailboats, recreational fishing boats, wildlife tour boats, paddleboats, kayaks, and canoes. Motorized and non-motorized boating activities are popular in the study area and the Puget Sound region as a whole, as evidenced by the numerous marinas and public boat launches and mooring sites near the proposed project area. These include boat launch sites at March Point, Washington Park and Bay View Park, and the Fidalgo, Anacortes, Cape Sante, Twin Bridges, and Anchor Cove marinas. Additional facilities are found along the marine vessel transportation route.

Fishing and Shellfishing

The waters of the study area include WDFW sport fishing Marine Areas 4 – Neah Bay, 5 – Sekiu and Pillar Point, 6 – East Juan de Fuca Strait, and 7 – San Juan Islands, including the Padilla Bay National Estuarine Research Reserve, Fidalgo Bay Aquatic Reserve, and the March Point Recreation Areas public clam and oyster beach located on the east shore of March Point. Commonly harvested (and regulated) fish species in these Marine Areas include salmon (chinook, coho, sockeye, pink, chum), trout, sturgeon, herring, sand lance, smelt, anchovy, sardine, Pacific halibut, and bottomfish (greenlings, lingcod, surfperch, rockfish, cabezon, Pacific cod, pollock, hake) (WDFW 2015). Important mollusk and cephalopod species include clams (geoducks, horse clams, butters, cockles), oysters, mussels, crab (dungeness, red rock), crayfish, octopus, squid, shrimp (spot, coonstripe, pink), scallops, sea cucumber, and sea urchins (WDFW 2015; see Chapter 11, Section 11.5.1, Affected Environment, for discussion of Tribal Fisheries and Aquaculture).

The public clam and oyster beach on East March Point is currently closed year-round for harvesting of all shellfish species due to pollution in the area adjacent to the wharf and causeway, due to potential fecal bacteria contamination from wastewater discharge and nearby

agricultural land, and lack of monitoring of water quality. Shellfishing is currently closed year-round for harvesting of all shellfish species in the area adjacent to Cypress Island due to marine biotoxins, as well as an area including the remaining San Juan Islands for butter and varnish clams. In addition, fishery restrictions and regulations for Marine Areas 4, 5, 6 and 7 are provided by the WDFW in the annual Sport Fishing Rules Pamphlet, available on the WDFW website. Restrictions and regulations change based on parameters monitored by the WDFW and Washington Department of Health (WDH). Emergency closures for fishing and shellfishing in specific areas and for specific species are communicated through the WDFW and WDH websites, respectively.

Camping and Picnicking

There are several parks and campgrounds along the coastlines in the study area. These areas are described in greater detail in Section 10.4.1.1. The parks, picnic areas, trails, scenic views, and beaches attract visitors for both day use and overnight camping use.

Hiking and Beach Walking

Both hiking and beach walking are popular activities in the study area. The Pacific Northwest National Scenic Trail, a 1,200-mile backpacking trail that connects the Pacific Ocean to the continental divide, passes through the study area. In the study area, the trail runs from the western coast of Whidbey Island, over Deception Pass via the Deception Pass Bridge, follows Fidalgo Island's coast into Anacortes, uses the Tommy Thomson Trail along the shore of and across Fidalgo Bay, and follows the entire coast of March Point and along a substantial portion of the coast of Padilla Bay (USDA Undated). There are several other hiking and walking trails on Fidalgo Island near the proposed project area. The parks these trails occur in are listed in Section 10.4.1.1.

Bicycling

Road and trail bicycling is common in the study area. Several of the trails used for hiking are paved or otherwise suitable for on-road bicycles. Other bike trails within the study area include the Padilla Bay Shore Trail, the Tommy Thomson Trail, the Olympic Discovery Trail, and the Spruce Railroad Trail (Crawford 2016).

SCUBA Diving

There are at least 75 documented wreck sites in Puget Sound and the surrounding area, making the region a popular destination for divers (Emerald Sea Photography 2016).

Dive sites within the study area include James Island, Rosario Beach, Deception Pass, and Long Island (WDFW 2009).

Whale Watching and Wildlife Viewing

Several whale and porpoise species frequent the Salish Sea and surrounding waters, including: humpback whale, gray whale, orca, minke whale, Pacific white-sided dolphin, harbor porpoise, and Dall's porpoise. Pinnipeds such as northern sea lion, California sea lion, northern elephant

seal, harbor seal, and sea otter can also be seen in the study area. Threatened and endangered marine mammals are discussed in detail in Chapter 7, Section 7.3, Affected Environment. Wildlife tours based out of the San Juan Islands, Anacortes, Port Angeles, Seattle, and other marinas bring residents and tourists out on the water to view these marine mammals in their natural habitats.

Bird watching is widespread in the San Juan Islands and the coastal Olympic Peninsula. Important bird areas in the study area are discussed in Chapter 6, Section 6.3, Affected Environment.

10.4.2. Potential Impacts on Recreation

The proposed project would not result in the permanent loss of a recreation area. The proposed project's impacts on access to and enjoyment of recreation are described separately below for construction and operations. Impacts are summarized in Section 10.4.2.5. Economic impacts of changes in recreation patterns resulting from construction or operations of the proposed project are discussed in Chapter 11, Section 11.6, Economic Resources.

10.4.2.1. Impacts on Recreation from Construction

The majority of proposed project construction would occur within the refinery boundary. There are no public recreation areas on March Point; however, the road along March Point's shoreline is used by bikers, walkers, and runners. Construction of the proposed project at March Point could impact recreationists along this road and in surrounding recreational areas, such as Padilla Bay and Fidalgo Bay, as a result of increased noise (see Chapter 9, Section 9.5, Noise), increased air emissions (see Chapter 4, Section 4.4, Potential Impacts on Air Quality and GHG), and potential road and/or trail closures.

Air emissions from construction activities (e.g., temporary dust, vehicle exhaust, welding exhaust, and other construction-related emissions) would likely be imperceptible to recreationists in the study area. These emissions would be short term (about 19 months), intermittent, and would occur primarily within the previously developed areas of the refinery and not in the immediate vicinity of recreationalists. The magnitude of emissions is expected to be below applicable standards and limits, and impacts on air quality are anticipated to be less than significant (refer to Chapter 4, Section 4.4, Potential Impacts on Air Quality and GHG), due to the limited amount of land disturbance required for the proposed project.

Roads and trails on March Point and roads between the refinery and the two delivery sites in the city of Anacortes associated with delivery and temporary staging of proposed project components may be temporarily impacted by construction activities associated with the proposed project. As discussed in Chapter 9, Section 9.4.2, Potential Impacts on Traffic Safety, proposed project-related traffic (including trucks delivering project components, supplies, and fill material, as well as worker vehicles) would represent an increase of approximately 1.3 percent in traffic volumes on the highway (Route 20) and would not result in noticeable increases in traffic volumes. However, temporary traffic volume increases during construction on March Point Road would be more than 25 percent during some of the construction period and may be perceptible

for frequent recreationists. Once initiated, construction of the proposed project is anticipated to take approximately 19 months. Traffic increases on March Point Road could result in potential access modifications for recreationalists; however, such access restrictions would be short-term and temporary.

Temporary construction noise could be noticeable in and along the shoreline of Padilla Bay and Fidalgo Bay, including March Point, which has limited recreational use due to no public recreational areas. However, as discussed in Chapter 9, Section 9.5.2, Potential Impacts of Proposed Project Noise, noise impacts from construction would not be significant as increases in the immediate vicinity of the proposed project are expected to be similar to current noise levels from existing refinery operations and are unlikely to be perceptible (i.e., to exceed 5 dBA) by receptors at areas such as the Fidalgo Bay Resort, which is located 3,925 feet directly east of the refinery. Therefore short-term and intermittent increases in noise during construction are not expected to be noticeable to recreationalists in these areas.

Based on the above analysis, construction impacts would be limited primarily to the refinery boundaries, would be short term and temporary, and would not have a significant impact on the enjoyment of recreational areas, nor would the proposed project limit the access/use of recreation areas other than for isolated locations over short periods of time; therefore, the impact of the construction of the proposed project on recreational enjoyment or access would be ***less than significant***.

10.4.2.2. Impacts on Recreation from Operations and Maintenance

The majority of proposed project operations and maintenance would occur within the refinery boundary. Operations and maintenance of the proposed project could impact recreationists on March Point Road and surrounding recreational areas, such as Padilla Bay and Fidalgo Bay, due to increased noise (as discussed in Chapter 9, Section 9.5, Noise) and increased air emissions (as discussed in Chapter 4, Section 4.4, Potential Impacts on Air Quality and GHG); however, these impacts would be similar to those that occur in association with current operations.

Tesoro maintains 100-yard public safety and security exclusion zone around the wharf system at the refinery. This exclusion zone would continue to prevent water-based recreationists from coming within close proximity of the wharf. No additional exclusion zones are anticipated to be needed during the operations and maintenance phase of the proposed project, although the proposed project would lead to more tank ship transits, and therefore more frequent occurrences of Tank Ship Security Zones, which would restrict public access to these safety zones during certain activities.

Operations and maintenance noise could impact recreation activities in Padilla Bay and Fidalgo Bay throughout the life of the proposed project. Recreationists may notice increased noise when in close proximity of the operations and maintenance area; however, a potential increased noise would not restrict access to recreation areas. Operations and maintenance noise levels at and near the proposed project area would fluctuate depending on the particular type, number, and duration of uses of various pieces of operations and maintenance equipment. As discussed in Chapter 9, Section 9.5.2, Potential Impacts of Proposed Project Noise, because the proposed project is in an

existing industrial area with similar types of existing noise, the addition (or replacement) of the noise sources is not expected to result in significant increases in noise levels.

Air emissions from operations and maintenance activities throughout the life of the proposed project would likely be imperceptible to recreationists in the study area because emissions are not anticipated to exceed applicable standards and limits due to certain reductions in some emissions from the installation of a new high efficiency/low emission MVEC System on the marine vessel loading system (refer to Chapter 4, Section 4.3.1, Historical Climate). As discussed in Chapter 4, Section 4.4, Potential Impacts on Air Quality and GHG, operations and maintenance criteria pollutant emission quantities and impacts are anticipated to be less than significant after the implementation of BMPs.

Once constructed, operations and maintenance of the proposed project is not anticipated to impact recreation resources in the study area because little to no recreation currently occurs at the refinery on March Point given there are no public recreation areas in the immediate refinery vicinity (see discussion under Section 10.4.1.2). Roads and trails on March Point are currently characterized by existing industrial refinery use and would remain as such throughout the life of the proposed project. Exclusion zones around the wharf and fencing around the refinery would be retained and no additional exclusion zones are anticipated to be needed during the operations and maintenance phase of the proposed project. As such, operations and maintenance of the proposed project would not limit or cause the loss of recreation area or activities in the study area. Therefore, the impact of operation and maintenance of the proposed project on recreation enjoyment or access would be ***less than significant***.

10.4.2.3. Impacts on Recreation from Vessel Traffic during Operations

Increased marine vessel traffic and operations would occur along the marine vessel transportation route throughout the life of the proposed project. This vessel traffic has the potential to directly impact recreational activities, and, particularly, recreational boaters in the study area via exclusion zones around the vessels themselves, visual impacts, increased noise (and associated wildlife avoidance), and increased air emissions.

The proposed project would result in an additional five marine vessels traveling to and from the refinery wharf per month (60 vessels per year). This represents an increase of 2.2 percent or less compared to current large marine vessel movements in the study area (see Chapter 13, Marine Transportation, Table 13-9). Under the Traffic Separation Scheme (TSS), designated marine vessel traffic "lanes" are identified for both inbound and outbound vessel traffic into In the Strait of Juan de Fuca. The eastbound traffic separation lane is on the south (U.S.) side of the international border and the westbound lane on the north (Canadian) side (PSPA 2016). Each TSS lane is 0.5 mile wide, with at least a 0.25 mile separation zone in between (PSPA 2016). The marine vessel transportation route includes passage through the Strait of Juan de Fuca and its approaches, Rosario Strait, Guemes Channel, and Fidalgo Bay and Padilla Bay (Figure 2-3). These waters lie mostly in the U.S. and partially in Canada. In addition to the traffic lanes, the USCG has established a 500-yard Tank Ship Security Zone around all transiting tank ships in the Puget Sound Region. Recreational vessels are already required to stay out of the safety/exclusion

zone, a requirement that would become more frequent, in proportion to increased marine vessel traffic related to the proposed project. Vessel traffic impacts on recreationists would be the greatest in Guemes Channel, where proposed project and other vessels would conduct maneuvering operations (mooring and unmooring), and in Rosario Strait, where both the overall waterway and the width of the channel are smaller than the Strait of Juan de Fuca and the open waters of north Puget Sound. Recreationists and fishermen are already excluded from the 500-yard Tank Ship Safety Zone. The proposed project would only change the frequency of marine vessel trips.

Marine vessel traffic in the Strait of Juan de Fuca and marine vessel loading and unloading at the wharf would generate noise in its immediate vicinity equal to current decibel levels; however, there would be an increase of five marine vessels traveling to and from the refinery wharf per month, and, consequently, there would be a slight increase in the frequency and duration of these noise generation events. New marine vessel traffic and vessel loading and unloading noise may indirectly disturb recreationists, wildlife, and potential wildlife watching opportunities; however, this increase would be 2.2 percent or less compared to current large vessel activity within the study area (see Chapter 13, Section 13.3.2, Potential Impacts on Vessel Traffic). Noise impacts on wildlife and aquatic species are discussed in Chapter 6, Terrestrial Vegetation and Wildlife, and Chapter 7, Marine and Nearshore Resources, respectively. The increase in periods of noise would not restrict access to recreation areas, but it could result in short-term noticeable increases in noise levels during recreation activities occurring in the vicinity of the marine vessel activity. As discussed in Chapter 9, Section 9.5, Noise, this increase in marine vessel traffic is small when compared to overall vessel traffic within the study area.

Air emissions from marine vessel traffic and operations would likely be imperceptible to recreationists in the study area because emissions are not anticipated to exceed standards and limits, and the increase in marine vessel traffic is 2.2 percent or less compared to current large vessel traffic. Impacts associated with emissions of criteria pollutant emissions from marine vessel traffic and operations are anticipated to be less than significant. The proposed project would not cause air quality violations of the AAQS and new air emission standards for Category 3 marine vessels that would come into effect would result in reduced air pollution emitted from vessels.

Therefore, the impact on recreation-related access and activities due to noise or air emissions from the proposed project's increased marine vessel traffic and operations would be ***less than significant***.

10.4.2.4. Impacts on Recreation from Spills and Spill Response

Chapter 13, Section 13.5, Marine Spills and Spill Response, describes the spill scenarios evaluated in this Draft EIS, as well as the likelihood, geographic extent, and impact magnitude of those scenarios.

Refinery Spills during Construction, Operations, and Maintenance

As described in Section 10.3.2.3, construction and operation activities present a risk of release of hazardous materials. A refinery spill is not anticipated to impact recreation resources in the study area because public access to the refinery (recreationists) is prohibited, and, based on the measures described in Section 10.3.2.3, any spill within the refinery would not be expected to extend beyond the refinery area other than air emissions resulting from the evaporation of a spilled chemical. In the event that spilled chemicals or product does not evaporate, there could be temporary exclusion areas established to prevent recreationists from being exposed. Exclusion zones around the wharf and fencing around the refinery would be retained and no additional exclusion zones are anticipated to be needed for the proposed project. As such, spills at the refinery would not limit or cause the loss of recreation area or activities in the study area; therefore, the impact on recreation access and activities due to spills at the refinery would be ***less than significant***.

Marine Spills from Vessels during Operations

As described in Section 10.3.2.3, computer models were used to simulate uncontrolled releases of mixed xylene and reformate into the environment for various scenarios. In the modeled worst-case spill scenario, the area covered by spilled material was estimated at up to 23.5 square miles of surface water, and up to 11.5 miles of shoreline, depending on seasonal and tidal conditions. The modeling results indicated that 99.5 percent of material in the worst-case spill scenario had evaporated or dissipated within 3 days of the spill (no persistent residue would remain). Under the modeled maximum most probable spill scenario, the spilled material covered a smaller area (up to 13.2 square miles) and was not as consistently thick as in the worst-case spill scenario. Both a worst-case spill scenario and maximum most probable spill scenario could result in concentrations on marine waters that could exceed acceptable air quality levels established to protect human health (see Chapter 9, Environmental Health).

If a worst-case spill scenario or maximum most probable spill scenario occurred near a recreational use area, then access restrictions, use restrictions, and possibly temporary evacuation to avoid spill exposure during a marine spill event, may be necessary to protect human health (see Chapter 9, Environmental Health) until the materials have evaporated to less than toxic levels. There could also be impacts on ecological receptors (see Chapter 6, Terrestrial Vegetation and Wildlife, and Chapter 7, Marine and Near Shore Resources). Negative impacts on ecological receptors and spill response activities (booming to prevent spills from reaching sensitive areas), could both impact the use and enjoyment of an area. As discussed in Section 10.3.2.3, rapid response to spills would be expected and spill response would focus on protecting sensitive areas and resources (see also Chapter 13, Section 13.5, Marine Spills and Spill Response).

Based on the spill modeling results, a worst-case spill scenario or maximum most probable spill scenario could result in short-term restrictions on recreational use and access for up to three days to protect human health or ecological receptors in active areas of a spill and spill response. Assuming response actions are not able to prevent products from reaching recreational areas, a worst-case marine spill scenario or maximum most probable spill scenario would result in a ***less***

than significant impact on recreational use and access because access and use restrictions would be short term and the products fully evaporate from the environment.

Modeling indicates that an average most probable spill scenario would not result in air concentrations above acceptable air quality levels or concentrations that would result in a significant impact on marine life. Because of the potential magnitude and extent of concentrations of xylenes or reformate, the impacts of an average most probable spill would be short term, resulting in restrictions of recreational areas or activities of no more than one day, assuming no response actions. Assuming response actions are not successful in protecting recreational areas, access restrictions would be only one day, or likely not be required during an average most probable marine spill. Therefore, impacts on recreational use and access would be ***less than significant*** because restrictions would be short term and no persistent residue of spilled materials would remain.

Because a spill is an unplanned event, the significance of a spill is examined within the context of the likelihood of a spill occurring and the potential for the proposed project's vessel traffic to change the current spill risk (see Chapter 13, Section 13.5.6, Spill Likelihood, and Section 13.3, Vessel Traffic, respectively). There is a negligible to low likelihood of a spill occurring, depending on the specific location in the study area, and the risk of a spill occurring at the refinery wharf or along the marine vessel transportation route would not significantly change from existing conditions as a result of the proposed project.

Recreational use and access restrictions would only be necessary if response actions were not implemented and sensitive areas and recreational resources were not protected by the placement of booms. Safety measures are in place to prevent spills from marine vessels transiting the marine vessel transportation route and for loading/unloading petroleum products safely at the wharf (see Chapter 13, Section 13.4, Vessel Safety, and Appendix 2-A, Existing Programs and Operations). In addition, spill response resources (both equipment and personnel) are available to respond immediately in the event of a spill throughout the study area as described in Chapter 13, Section 13.5, Marine Spills and Spill Response. For example, for every spill event, booms would be rapidly deployed to protect sensitive areas and contain the spread of the material such that it would not reach sensitive areas for birds, aquatic life, or people recreating in the area. A failure to respond or a delay in response is unlikely considering the extensive equipment and personnel available to respond to a spill.

10.4.2.5. Summary of Potential Impacts on Recreation

The potential impacts of the proposed project discussed in this section are summarized in Table 10-5.

Table 10-5: Summary of Potential Impacts on Recreation

Impact Topic	Impact Summary	Potential Impact Significance	
		Less than Significant	*Potentially Significant*
Construction			
Reduced access to or enjoyment of recreational resources during construction	Proposed project construction could result in increased noise, air emissions, and traffic volume on March Point Road. These impacts could lead to restricted access to, use of, or closures of March Point Road and could impact recreational users of the shoreline areas of Padilla and Fidalgo bays. The impacts would be temporary, lasting for approximately 19 months during construction of the proposed project. However, construction impacts would be limited primarily to the refinery boundaries, and would not have a significant impact on the enjoyment of recreational areas, nor would the proposed project limit the access/use of recreation areas other than for isolated locations over short periods of time.	√	
Operations			
Reduced access to or enjoyment of recreational resources during operations and maintenance	Proposed project operations and maintenance would not result in a perceptible increase in noise or air emissions outside the refinery property. Operations and maintenance of the proposed project would not be anticipated to impact recreation resources in the study area because little to no recreation would occur at the refinery on March Point given there would be no public recreation areas in the immediate refinery vicinity. There would be no change in the existing safety and exclusion zone for the wharf and causeway. Roads and trails on March Point are currently characterized by existing industrial refinery use and would remain as such throughout the life of the proposed project.	√	
Reduced access to or enjoyment of recreational resources from vessel traffic during operations	Increased marine vessel traffic and operations would occur along the marine vessel transportation route throughout the life of the proposed project. This vessel traffic has the potential to directly impact recreational activities, and, particularly, recreational boaters in the study area via the 500-yard Tank Ship Safety Zone around the vessels themselves. Potential impacts include visual impacts, increased noise (and associated wildlife avoidance), and increased air emissions. However, the increase would be 2.2% or less compared to current large marine vessel traffic movements in the study area.	√	
Unplanned Events			
A spill reducing access to or enjoyment of recreational resources due to refinery spills and spill response	Spills within the refinery property would be contained within the refinery, and would not impact adjacent recreational access, facilities, or opportunities. In the event spilled chemicals or product would not evaporate or during the period where chemicals have not fully evaporated, temporary exclusion areas would be established to prevent recreationists from being exposed. However, exclusion zones around the wharf and fencing around the refinery would be retained and the need for additional exclusion zones would not be expected.	√	

Impact Topic	Impact Summary	Potential Impact Significance	
		Less than Significant	*Potentially Significant*
A spill reducing access to or enjoyment of recreational resources due to spills and spill response	Temporary restrictions or prohibitions on the use of shoreline or open water recreation areas or activities could occur in the event of a marine spill during operation of the proposed project. Spill response could require the presence of vehicles, vessels, crews, and equipment such as floating booms. Impacts from spills and spill response would be temporary and, based on modeling results, would be expected to last a maximum of 3 days. Assuming response actions are not successful in protecting recreational areas, access restrictions would be expected to continue for less than three days, or likely not be required during an average most probable spill.	√	

10.4.3. Potential Impacts of the No Action Alternative

Under the no action alternative, Tesoro would not proceed with the proposed project. Because no construction or operations would take place under the no action alternative, there would be no new impacts on recreation resources.

10.4.4. Additional Mitigation Measures

Because there are no potentially significant impacts on recreation, no additional mitigation measures are recommended beyond the embedded controls that are already incorporated into the proposed project.

10.5. AESTHETICS AND VISUAL RESOURCES

10.5.1. Affected Environment

The aesthetics and visual resources analyzed in this section include natural landscape and man-made features that comprise the scenic and aesthetic character of the area. Natural landscape features include landforms, topography, geology, vegetation, and water features visible in the study area. Man-made features include structures or features in the built environment, such as buildings, roads, piers, parks, cultural or historical resources, plantings and other hardscapes or land use areas. This section describes the changes that would occur as a result of the proposed project, and analyzes how these changes would potentially impact the scenic and aesthetic character of the area.

Specifically, the aesthetics and visual resources study area encompasses the following:

- Those areas adjacent to or in the vicinity of the refinery with potential views of the proposed project infrastructure
- Those areas in the vicinity of the marine vessel transportation route with potential views of proposed project vessels

Emphasis was placed on evaluating potential impacts on publicly accessible areas or recognized visually sensitive areas with existing views of the refinery, or with potential views of the proposed project infrastructure or marine vessel transportation route, particularly areas with the highest number of viewers, including along highways and population centers or at recognized visually sensitive areas.

10.5.1.1. Existing Visual Conditions

Land uses in the vicinity of the proposed project include heavy industrial, industrial, and commercial properties, consisting primarily of the Tesoro and Shell refineries. The proposed project would be located within the existing Tesoro refinery property on the northern half of the March Point peninsula in western Skagit County, east of the city of Anacortes. The majority of the proposed project would occur within the already-developed areas of the refinery. Heavy industrial developments are visually dominant along the length of March Point, with the Tesoro Anacortes Refinery on the north half of the peninsula and the Shell refinery on the south half of the peninsula. Figure 10-8 shows the existing view of the refinery from Fidalgo Bay Road in Anacortes, due west of the proposed project. This viewpoint is on the western shore of Fidalgo Bay, approximately two miles west of the proposed project.

The existing refinery infrastructure consists of tall vertical stacks, storage tanks, linear pipes, buildings, wharf structure, roads, parking, fencing and miscellaneous mechanical equipment spread out over a relatively large area (approximately 380 acres), which results in a landscape that is dominated by industrial development. The characteristics of the industrial development contrast with surrounding natural features such as the grassy hills to the east and south of the proposed project, the shoreline and marine environment surrounding March Point to the west, north, and east, and the Cascade Mountains in the background (when facing east).

Refinery infrastructure and components such as cylindrical tanks and vertical stacks vary in size and shades of white, tan, and green. The cylindrical tanks are largely clustered along the ridgeline that runs along the south-central portion of the refinery, while the vertical stacks of various diameters are located throughout the northern portion of the refinery and in some cases appear to rise to heights three or more times as tall as the nearest tank or other structure. The Shell refinery is located to the south of the Tesoro Anacortes Refinery on March Point, and is comparable in visual character to the Tesoro refinery.

Nighttime views are dominated by artificial lighting used for safety and security purposes for the refineries. Lighting includes continuous general site lighting and area flood lights mounted on and throughout the refinery infrastructure, which reflects as glare off of the water when viewed at night, primarily from the west and north. Street lighting from lamps and vehicle lights are also visible along West March Point Road, North Texas Road, and throughout the refineries. Nighttime views from points east of the refinery have lower levels of direct artificial light, due to the topography of March Point, vegetation along the east side of March Point and the distance from the refinery of approximately 3.5 to 4 miles to viewpoints along the eastern shoreline of Padilla Bay, including the town of Bay View and Bay View State Park. Nonetheless, artificial

lighting and the glare is visible from the west, north, and east of the refinery, and is a dominant aesthetic characteristic of the nighttime landscape.

10.5.1.2. Visually Sensitive Areas

Visually sensitive areas include private property with potential views of the proposed project, as well as publicly accessible locations where high quality views are expected, or where such views are an expressed goal of managing agencies. Visually sensitive areas near the proposed project include the City of Anacortes, residential properties, recreation areas, trails, parks, roads and marine reserves. Specifically, this section describes the following visually sensitive areas:

- The city of Anacortes
- Residential areas on Guemes Island
- SR 20, including a segment of the Cascade Loop Scenic Byway (Cascade Loop)
- Fidalgo Bay Aquatic Reserve
- Padilla Bay National Estuarine Research Reserve

The entire shoreline of Fidalgo Island is designated as a shoreline of statewide significance (RCW 90.58.030[2][e]); as a result, these areas are regulated under the Skagit County and city of Anacortes SMP. Scenic views and scenic areas are among the resources considered and, in some cases, protected in each SMP.

City of Anacortes

The topography of the city of Anacortes makes the Tesoro Anacortes Refinery generally visible from large portions of the city (essentially, most of the area east of D Avenue). Coastal parks with walking trails in and around the city, including Cap Sante Park, Washington Park, Rotary Park, Sharpe Park, and Montgomery Duban Headlands (Anacortes Parks and Recreation 2009), provide public access to areas with views of the refinery. Figure 10-6 shows the general location of these and other recreation areas in the vicinity of the proposed project. Additional trails on the coast of Anacortes within the study area and with views of the refinery include the Scenic Loop Road at Washington Park, Ship Harbor Interpretive Trail, Guemes Channel Trail, a trail at Rotary Park, and walking trails at Sharpe Park (Skagit County Undated).

Guemes Island

On Guemes Island, a few residential houses along South Shore Road may have direct views of the refinery, approximately 3 miles away, and of the refinery wharf, approximately 2 miles away. Other homes on Guemes Island are unlikely to have a view of the refinery, due to topography and vegetation.

SR 20 and Cascade Loop

The refinery is generally visible from the segment of SR 20 linking the city of Anacortes to the Swinomish Channel. This includes more than one mile of SR 20 between Fidalgo Bay and Padilla Bay that is part of the Cascade Loop. The Cascade Loop is a state-designated Scenic

Byway that covers approximately 400 miles on multiple existing state highways in northwest Washington, from Puget Sound to the Cascades and back. The Cascade Loop is a highly traveled scenic route, and is the focus of considerable tourism marketing efforts (Cascade Loop Association 2014).

SR 20, which extends inland to the Idaho border, is "a Highway of Statewide Significance and an important freight route, carrying between 300,000 tons to 10 million tons of freight per year" (Cascade Loop Association 2014). In 2015, the segment of Cascade Loop (SR 20) near March Point carried approximately 32,000 vehicles per day (WSDOT 2016).

Fidalgo Bay Aquatic Reserve

The Fidalgo Bay Aquatic Reserve is adjacent to and to the west of the existing refinery. As discussed in Section 10.5.1.2, the aquatic reserve supports recreational activities such as fishing, tribal shellfishing, and boating. Users of the aquatic reserve have direct views of the existing refinery, wharf structure, and associated marine traffic calling at both the refinery wharf and the Shell refinery pier to the west. In addition, the Tommy Thomson walking and biking trail, which crosses Fidalgo Bay between March Point and Weavering Spit in Anacortes, provides direct views of the refinery.

Padilla Bay National Estuarine Research Reserve

The Padilla Bay NERR is adjacent to and to the east of March Point and the existing refineries. As described in Section 10.5.1.2, the Padilla Bay NERR and surrounding areas are popular recreation areas, and offer a variety of recreational opportunities. Due to the location of the NERR and the topography of March Point, the majority of the Tesoro Anacortes Refinery's infrastructure is not visible from the NERR. The refinery wharf structure and marine vessel traffic associated with the refinery are visible from Padilla Bay.

10.5.2. Potential Impacts on Aesthetics and Visual Resources

The proposed project's impacts on aesthetics and visual resources are described separately below for construction and operations. Impacts are summarized in Section 10.5.2.5.

10.5.2.1. Impacts on Aesthetics and Visual Resources from Construction

The construction process would result in visual impacts from the presence of construction workers, laydown areas, construction areas (clearing, grading, erecting, and lighting), and increased heavy equipment and vehicle traffic in the proposed project area and along transportation routes. Chapter 2, Proposed Action and Alternatives, describes the activities associated with proposed project construction. Once initiated, construction of the proposed project is anticipated to take approximately 19 months. Planned construction activities would occur primarily within the existing footprint of the refinery and the wharf structure. Visual impacts during construction would be temporary, and would be localized to certain areas depending on the particular phase of construction (see Figure 2-9). Impacts would be minimized by implementing BMPs, such as locating laydown and fabrication areas within the footprint of

the existing refinery and implementing slope stabilization for the secondary containment in the New Tanks Area.

Proposed project construction for the NHT, Isom Unit, VCU, and DSU would occur within developed portions of the refinery that are previously disturbed by decades of refinery operations. Storage, laydown, and other areas used for temporary construction activity would also occur mostly within developed areas of the refinery including construction office and trailers, pipe and column storage areas, general project material laydown areas and fabrication areas (see Figure 2-13). These areas are not vegetated, and have been previously disturbed and compacted from decades of refinery operation. The equipment and material in the proposed fabrication and laydown areas would be similar in color, shape, and height to current refinery equipment. Due to the temporary nature of construction activities (19 months), the current use of the proposed fabrication and laydown areas for ongoing refinery operations, and the similarity of new equipment to existing equipment, the contrast between construction activities and the existing aesthetic characteristics of the refinery would be negligible.

The New Tanks Area and the potential temporary construction laydown area would be constructed on approximately 18 acres of land within the refinery that is currently upland vegetated pasture land. The land slopes down from east to west, and is thus visible from the west. The existing pasture land is located between the existing refinery tank storage areas along the top of the ridgeline and industrial refinery facilities along West March Point Road, including rail lines, pipelines and storage areas. Construction activities in the New Tanks Area would consist of grading, excavation and filling and construction of three new tanks, which would be visible from the west during construction. Dust generated during construction and lighting at night could also cause visual impacts. Construction work would occur mostly during the daylight hours, reducing the potential impacts from construction lighting. Due to the temporary nature of construction activities (approximately seven months in this area) and the existing industrial refinery facilities, the contrast between construction activities and the existing aesthetic characteristics in this area would be minor.

Proposed project components would be prefabricated off-site and delivered via marine vessels to the Port of Anacortes Pier 2 facility. The Pier 2 facility, at the northeastern tip of Fidalgo Island, is an existing active port located in an existing industrial area. Proposed project deliveries would be visually consistent with existing activities at the port facilities and other similar facilities on Fidalgo Island.

As discussed in Chapter 9, Section 9.4.2, Potential Impacts on Traffic Safety, proposed project-related traffic (including trucks delivering proposed project components, supplies, and fill material, as well as worker vehicles) would represent an increase of approximately 1.3 percent in traffic volumes on the overall road network. These temporary traffic volume increases could be perceptible for frequent commuters or residents. Except for a limited number of SPMT movements, the types of vehicles that comprise proposed project traffic would not differ from the general type of vehicles already present in the city of Anacortes and Fidalgo Island.

Changes in aesthetic character due to proposed project construction would be minimal, and would consist of activities and equipment that are similar in form, color, and texture to existing

elements of the aesthetic environment; therefore, the impact on existing views and aesthetic resources from proposed project construction activities would be ***less than significant***.

Proposed project construction would require artificial nighttime lighting during nighttime construction activities, vehicle traffic, and transport of prefabricated project components on land and at sea. These new lighting sources would be similar in character to existing refinery, port, and shipboard lighting; would occur in areas where such artificial lighting already exists; and would be temporary, occurring only during construction; therefore, the impact from glare and lighting on nighttime views and aesthetic conditions due to construction of the proposed project would be ***less than significant***.

10.5.2.2. Impacts on Aesthetics and Visual Resources from Operations and Maintenance

Proposed project infrastructure would be visible from the eastern portion of the city of Anacortes, residential properties along the south side of Guemes Island, SR 20, Fidalgo Bay, and Padilla Bay. New structures would be similar in size and shape to existing refinery infrastructure, and would be located within existing developed areas of the refinery where possible, to minimize impacts. BMPs and embedded controls would include the use of materials and paint for the proposed project infrastructure with characteristics (i.e., color and texture) similar to that of existing refinery infrastructure, to reduce contrast between new and existing structures. New lighting for the proposed project would also match the existing type of the lighting at the refinery, which would reduce contrast between existing and new lighting during nighttime hours. In addition, directional lighting techniques and shrouds would be used to minimize light overcasting and glare.

There are no prescribed regulations for completing a visual resource impact assessment in the proposed project area. SEPA rules set forth in WAC Chapter 197-11, and adopted by Skagit County, require the consideration of aesthetics as part of the environmental review process under SEPA. The Anacortes Comprehensive Plan includes general design guidelines for reducing visual impacts and protecting aesthetic value, but does not identify specific aesthetic or visual resources goals or methods for evaluating impacts.

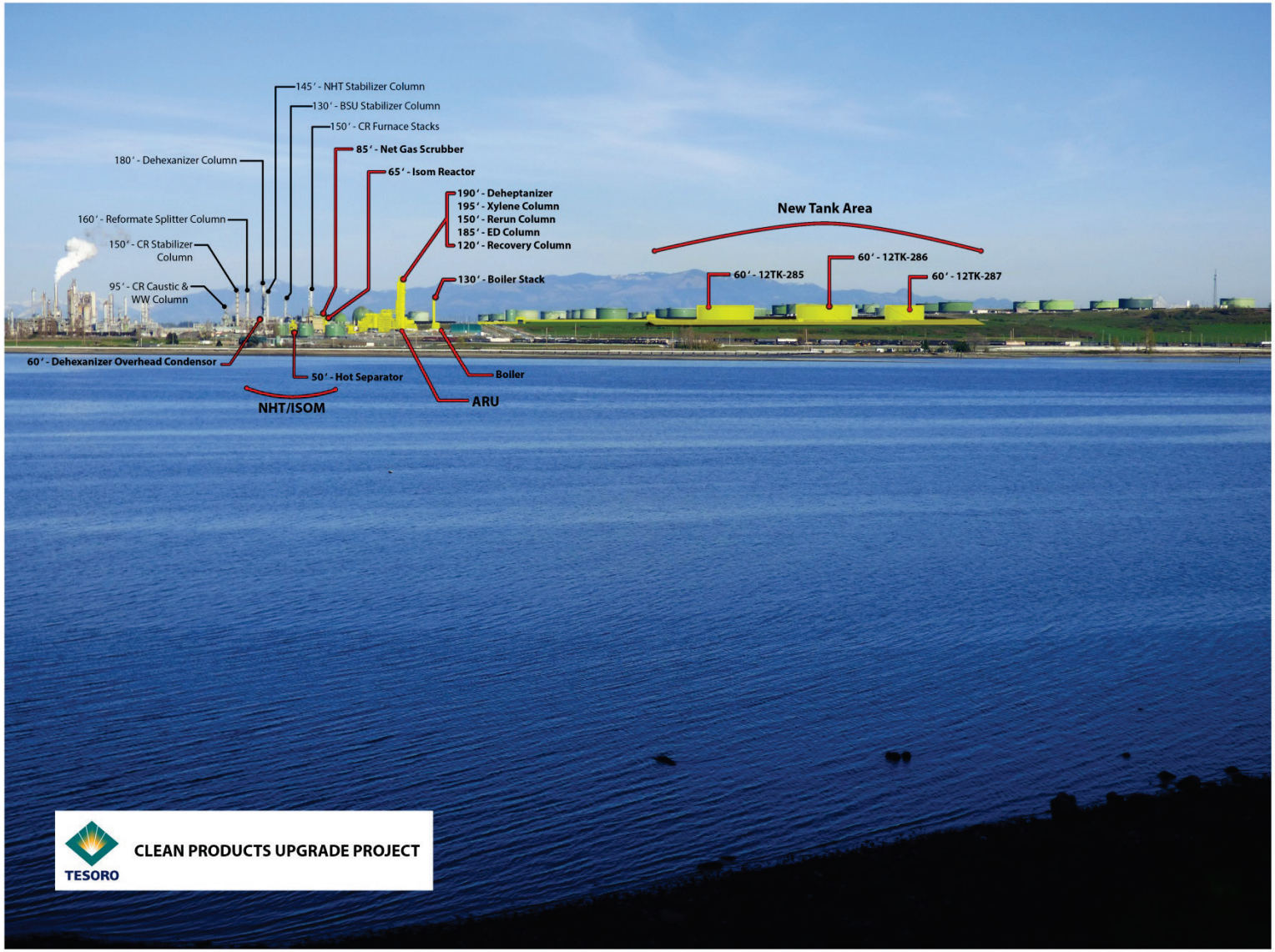
Figure 10-9 shows a visual simulation of the proposed project and the existing refinery during the operations and maintenance period from the viewpoint along Fidalgo Bay Road, west of the proposed project. Figure 10-10 is the same simulation, with new proposed project components labeled and highlighted, for clarity. These photos are representative views of existing visual conditions and simulations of what the proposed project would look like from Fidalgo Bay Road looking west. It is anticipated that the views of the refinery from other directions would be similar and would result in less visual change given the new construction is located primarily on the western half of the refinery and would be most visible from the west. Note that the figures 10-8 through 10-10 were prepared by Tesoro, and, as such, have the Tesoro logo on them to identify the source of the figures.

Source: CH2M 2016

Figure 10-8: View of Existing Tesoro Anacortes Refinery from Fidalgo Bay Road Looking East (Existing View)

Source: CH2M 2016

Figure 10-9: Photo Simulation of Proposed Project Infrastructure from Fidalgo Bay Road Looking West (Proposed View)



Source: CH2M 2016

Figure 10-10: Photo Simulation of Proposed Project from Fidalgo Bay Road Looking East (Proposed View with Labels)

As shown on Figures 10-9 and 10-10, visible changes due to proposed project operations include a cluster of vertical columns in the middle of the existing refinery and new tanks and associated secondary containment structures. The cluster of vertical columns would be to the north of the existing tank farm, in a previous staging area for refinery operations and maintenance activities. This cluster would consist of:

- Expanded NHT and Isom Unit: a dehexanizer overhead condenser (60 feet tall), hot separator (50 feet tall), net gas scrubber (85 feet tall), and Isom reactor (65 feet tall)
- ARU: a xylene column (195 feet tall), deheptanizer (190 feet tall), ED (Extractive Distillation) column (185 feet tall), rerun column (150 feet tall), recovery column (120 feet tall), and associated industrial structures at the base
- New Boiler: A grey boiler stack (130 feet tall), with a small green cylinder at the base, located between the xylene column cluster

Three new tanks and associated secondary containment structures would also be located to the south and west of existing tank areas on upland vegetated pasture land, including:

- Tank 12TK-285 (60 feet tall, 384,000 bbl, reformate feedstock)
- Tank 12TK-286 (60 feet tall, 384,000 bbl, mixed xylenes product)
- Tank 12TK-287 (60 feet tall, 193,000 bbl, mixed xylenes product)

The MVEC System and improvements along North Texas Road would not be visible from this location and are not identified on the photo simulation.

The new xylene column, deheptanizer, and ED column would be the tallest structures in the refinery. The new vertical structures would be similar in form, height, texture, and color to the existing columns in the refinery. Visible plumes of emissions from the columns would be similar in shape and color to the plumes emitted from existing columns at the refinery. The new column and stack structures contrast with the previously flat staging area, and there would be a perceptible change from existing conditions (i.e., new visible structures); however, the new structures would be aesthetically similar to existing structures at the refinery. The new smaller structures would be shorter than the existing infrastructure, and would therefore be difficult to see from locations other than the eastern edge of Anacortes or from Fidalgo Bay.

The three new storage tanks would be similar in shape, color, and texture to adjacent existing tanks, but would contrast with the surrounding pasture land (as well as the pasture land that the new tanks would replace). Tesoro is exploring options for incorporating context sensitive design elements in the New Tanks Area to reduce visual contrast (these options are not accounted for in the photo simulations), such as vegetation of the earthen secondary containment berms. Such measures notwithstanding, the new tanks would be directly visible to viewers throughout the area, but would be similar in form, color, texture and general appearance to the existing adjacent tanks.

Changes to the landscape would be minor, with new proposed project infrastructure conforming in appearance to existing infrastructure. These changes would persist throughout the life of the

proposed project, and would be confined to the existing refinery property. Because the proposed project would be located within an existing heavy industrial refinery and would be visually consistent with existing refinery infrastructure and activities, operations and maintenance of the proposed project would have a ***less than significant*** impact on existing views and aesthetic conditions in the study area.

The proposed project includes new permanent site lighting and area flood lighting for safety and security. The color and intensity of new lighting would be similar to existing lighting at the proposed project area. As with the construction phase, the proposed project would use new efficient lighting technologies and directional lighting techniques to mitigate potential adverse impacts. Directional lighting techniques and shrouds, where needed, would reduce glare and light overcasting onto neighboring areas. Overall, the proposed project would result in additional artificial lighting in an area already characterized by substantial nighttime lighting; therefore, the impact of lighting and glare generated by the proposed project on nighttime views and aesthetic conditions in the study area would be ***less than significant***.

10.5.2.3. Impacts on Aesthetics and Visual Resources from Vessel Traffic and Operations

Marine vessels, particularly tankers, are visible for long distances. As discussed above and in Chapter 13, Section 13.3.2, Potential Impacts on Vessel Traffic, the proposed project would result in an additional five marine vessels traveling to and from the refinery wharf per month (60 vessels per year).

Marine vessels, particularly tankers, would be visible from the shorelines and nearby communities along the length of the proposed marine vessel transportation route within the Salish Sea to and from the wharf. However, operation of the proposed project would result in an increase of 2.2 percent or less compared to current large vessel activity in the study area (see Chapter 13, Marine Transportation, Table 13-9).This increase would result in no perceptible changes in existing marine vessel traffic patterns and schedules, and therefore no perceptible changes to aesthetic or visual resources. Therefore, the increase in marine vessel traffic would have a ***less than significant*** impact on existing views and aesthetic conditions in the study area.

10.5.2.4. Impacts on Aesthetics and Visual Resources from Spills and Spill Response

The sections above address the potential impacts that could occur during construction and routine maintenance and operations activities over the life of the proposed project. This section addresses impacts from a spill related to the proposed project. Chapter 13, Section 13.5, Marine Spills and Spill Response, describes the spill scenarios evaluated in this Draft EIS, as well as the likelihood, geographic extent, and impact magnitude of those scenarios.

Refinery Spills during Construction, Operations, and Maintenance

As described in Section 10.3.2.3, construction and operation activities present a risk of release of hazardous materials to the environment. A large-scale spill could impact visual resources if spilled material was directly visible. As described in Section 10.3.2.3, multiple layers of spill prevention and response measures would be in place during construction and operations. These

include: compliance with building standards; regular inspections of equipment; use of secondary containment; stormwater management; and spill response measures.

Should a spill breach the containment structures in place at the refinery, it is not anticipated visual resources would be impacted as the materials (particularly the more volatile materials [mixed xylenes, ammonia, and other volatile components of petroleum products]), would dissipate fairly quickly. Therefore, the impact on existing views and aesthetic conditions due to a spill during construction or operation and maintenance of the proposed project would be ***less than significant***.

Marine Spills from Vessels during Operations

As described in Sections 10.3.2 and 10.4.2, computer models were used to simulate uncontrolled releases of mixed xylene and reformate into the marine environment for three spill scenarios. Spills of xylene or reformate could result in a temporary sheen on the surface of the water, and the volume of the spill, in combination with environmental conditions (season, wind speed, tide) impact how large an area over which a sheen would be visible. The first clearly visible spill material typically appears as a silvery sheen at a thickness between 0.04 micrometer (μm) and 0.3 μm (Lewis 2007).

In modeling of a worst-case spill scenario, the thickness of the floating spilled material immediately after the modeled release was estimated to be10 μm or more. The thickness reduced to less than 0.1 μm within 2 days, at which point the material may or may not be visible, as the material dispersed and evaporated. The model indicated that 99.5 percent of spilled material evaporated or dissipated, where it would not result in a visible sheen, within 3 days of the spill.

A visible sheen, when present, would contrast with existing reflective and dark marine waters. A spill could also represent a short-term violation of the aesthetics component of the water quality standards for surface waters of the state. These standards set forth that "aesthetic values must not be impaired by the presence of materials… [that] offend the senses of sight, smell, touch, or taste" (WAC 173-201A-260). In the event of an unplanned marine spill, the spill itself and the response activities could result in short-term impairment of the marine waters that could offend the senses of viewers in the vicinity. Appendix 2-A, Existing Programs and Operations, and Chapter 13, Section 13.5, Marine Spills and Spill Response, discuss the characteristics of and response to these types of spills in the marine environment. Based on the non-persistent nature of mixed xylenes and reformate (modeling results indicated 99.5percent of spilled materials would evaporate or dissipate within three days), spill response activities would be minimal.

Spill response activities could consist of evacuations, access restrictions along the shoreline and around the impacted water until the materials evaporate (due to fire and inhalation hazards), and the possible placement of a near shore boom to protect a sensitive shoreline or near shore area. During spill response, viewers may see spill response vehicles, vessels, or crews. These crews would be a temporary presence, and would leave once spill response is complete. Spill modeling results, indicate these activities would only be required for up to three days for a worst-case spill scenario. Overall, the visual impacts of a spill response would be temporary, and would be limited to a portion of the study area or marine vessel transportation route.

Under spill scenarios other than a worst-case spill (see Chapter 13, Section 13.5, Marine Spills and Spill Response), a spill of mixed xylenes or reformate to the marine environment would have similar visual and aesthetic impacts as a worst-case spill, but would impact a smaller area over a shorter period of time.

Because of the short-term and temporary nature of spills of mixed xylenes and reformate, and because of the relatively localized area of such a spill, the impact of a marine spill on existing views and aesthetic conditions in the study area would be ***less than significant***.

10.5.2.5. Summary of Potential Impacts on Aesthetics and Visual Resources

The potential impacts of the proposed project discussed in this section are summarized in Table 10-6.

Table 10-6: Summary of Potential Impacts on Aesthetics and Visual Resources

Impact Topic	Impact Summary	Potential Impact Significance	
		Less than Significant	*Potentially Significant*
Construction			
Adverse change in aesthetics and visual resources due to construction activities.	Changes to the aesthetic character of the refinery during construction of the proposed project would be temporary (up to 19 months). The aesthetic character of ports in Anacortes and public roads could occur due to the presence of active construction sites, laydown yards, and proposed project-related traffic. These activities and materials would mostly occur within existing developed areas of the refinery with similar materials, activities, and aesthetic characteristics.	√	
Adverse change in nighttime views or aesthetic conditions during construction.	Proposed project construction would require temporary (up to 19 months) artificial nighttime lighting during nighttime construction activities. New lighting sources would be similar in character to the existing refinery, wharf, and shipboard lighting and would occur in areas where such artificial lighting already exists. Nighttime lighting would include efficient lighting technology and directional lighting techniques.	√	
Operations			
Adverse change in aesthetics and visual resources due to proposed project infrastructure.	New structures (i.e., columns, stacks, and tanks) would be visible from various locations in the surrounding area. New infrastructure would be located within an existing heavy industrial refinery and would be visually consistent with existing refinery infrastructure and activities, including size, shape, color, and texture.	√	
Adverse change in nighttime views or aesthetic conditions during operations.	The proposed project includes additional permanent lighting. New lighting would have similar color and intensity compared to existing lighting, and would use efficient lighting technology and directional lighting techniques to mitigate potential adverse impacts.	√	

Impact Topic	Impact Summary	Potential Impact Significance	
		Less than Significant	*Potentially Significant*
Adverse change in aesthetics and visual resources due to increased vessel traffic	The proposed project would result in an additional five marine vessels traveling to and from the refinery wharf per month. Marine vessel traffic would be visible from the shorelines and nearby communities along the length of the proposed marine vessel transportation route. However, while tankers can be visible at long distances, the increase in vessel traffic would be minimal, compared to existing marine vessel activity.	√	
Unplanned Events			
A spill causing an adverse change in aesthetics and visual resources due to refinery spills and spill response	Spills within the refinery property would be contained within the refinery, and would not be visible outside of the refinery. It is not anticipated visual resources would be impacted should a spill breach the containment structures in place at the refinery.	√	
A spill causing an adverse change in aesthetics and visual resources due to marine spills and spill response	Spills could result in a temporary sheen on the surface of the water, and a visible sheen, when present, would contrast with existing reflective and dark marine waters. A spill could also represent a short-term violation of the aesthetics component of the water quality standards for surface waters of the state. In addition, viewers may see spill response vehicles, vessels, or crews temporarily during spill response activities. Overall, the visual impacts of a spill response would be short-term and temporary, and would be limited to a portion of the study area or marine vessel transportation route.	√	

10.5.3. Potential Impacts of the No Action Alternative

Under the no action alternative, Tesoro would not proceed with the proposed project. Because no construction or operations would take place under the no action alternative, there would be no new impacts on aesthetic and visual resources.

10.5.4. Additional Mitigation Measures

No additional mitigation measures are recommended beyond the embedded controls that are already incorporated into the proposed project design.

10.6. CUMULATIVE IMPACTS

As described above, construction and operation of the proposed project could result in less than significant impacts on land and shoreline use, recreation, and visual resources. Within the study area, there has been significant past agricultural, industrial, commercial and residential growth that has resulted in impacts on land and shoreline use, recreation, and visual resources. Future marine vessel traffic in the Salish Sea is expected to increase (see discussion in 13.6, Cumulative Impacts on and from Marine Transportation). The future increase in marine vessel traffic from all sources could potentially result in cumulative impacts on recreation (particularly marine recreation and recreation associated with beaches and other facilities near the water). Increased

marine tanker traffic (excluding the possibility of spills) could make shipping lane crossings by non-commercial vessels more difficult or dangerous. As discussed in Chapter 13, Section 13.6, Cumulative Impacts on and from Marine Transportation, much of the cumulative vessel traffic would not use the Guemes Channel or Rosario Strait. As a result, cumulative impacts on marine recreation would potentially only be experienced in the Strait of Juan de Fuca. Even with added tanker traffic, it is expected that sufficient space would remain for shipping lane crossings.

There are no present or reasonably foreseeable future actions that would impact land and shoreline use, and visual resources in the area of the proposed project. Cumulative impacts on land and shoreline use and on visual resources as a result of the proposed project, in addition to the past impacts associated with refinery development on March Point, are considered negligible. These impacts would be minimized by construction BMPs and localized to the Tesoro Anacortes Refinery property.

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