Section 4.8 provides a detailed description of the existing land use and recreation conditions around the Amorco Marine Oil Terminal (Amorco Terminal) Lease Consideration Project (Project) study area, outlines applicable land use plans and policies, and summarizes potential land use and recreation-related impacts and mitigation measures associated with the proposed lease renewal.

### 4.8.1 ENVIRONMENTAL SETTING

#### 4.8.1.1 Land Uses near the Amorco Terminal

The Amorco Terminal is located in the city of Martinez (city), Contra Costa County, California, on the south shore of the Carquinez Strait, west of the Benicia-Martinez Bridge (Interstate 680 [I-680]). The Carquinez Strait is a narrow channel; it is approximately 1 mile wide at the Amorco Terminal.

The Amorco Terminal is located on public land leased from the California State Lands Commission (CSLC) in a historically industrial section of the city. The Amorco Terminal is a heavy industrial facility located in an area characterized by wildlife preserves, the Carquinez Strait shoreline, and several heavy industrial facilities. There are no sensitive land uses such as hospitals, retirement communities, or schools located adjacent to or near the Amorco Terminal. The nearest residential area is approximately 1 mile to the southwest of the Amorco Terminal, and is adjacent to heavy industrial uses on land zoned as Industrial (see Figure 4.8-1). The following summarizes land uses that surround the Project site:

- North of the Amorco Terminal are the Carquinez Strait and Suisun Bay, which provide industrial transport access, commercial and recreational water uses, and wildlife habitat. The Carquinez Strait provides transport access for cargo vessels, and supports sport fishing, commercial fishing, shellfish harvesting, recreational boating and kayaking, shoreline hiking, and other water-related recreational activities.

- South and west of the Amorco Terminal are the shoreline of the Carquinez Strait and open space marshlands owned by the State. Further south is the Amorco Tank Farm and appurtenant structures, and further west is the Shell Martinez Marine Terminal.

- East of the Amorco Terminal are I-680 and the Benicia-Martinez Bridge. Land further east is occupied by heavy industrial development and open space.

The Amorco Terminal operates on approximately 16.6 acres of sovereign land under the jurisdiction of the CSLC as a barge and tanker transfer facility for crude oil and petroleum...
products. Additionally, pursuant to the McAteer-Petris Act of 1965, the Bay Conservation
and Development Commission (BCDC) has regulatory jurisdiction over land use activities
within the first 100 feet from the shore of San Francisco Bay, which gives the BCDC
jurisdiction over the Amorco Terminal. According to the *San Francisco Bay Plan*
(amended 2006), which is produced by the BCDC to guide jurisdictional development
activities, the Amorco Terminal site is designated for Water-Related Industry. The Amorco
Terminal is consistent with this use designation.

Although the city of Martinez does not have jurisdiction over the Amorco Terminal, the
city does have jurisdiction over the land occupied by the associated onshore Amorco
Tank Farm. The city’s General Plan (GP) designates the Amorco Tank Farm site as
Industrial ("I"). In addition, the Tank Farm site has a zoning designation of Heavy Industrial
(“H-I”) with an overlay Environmental Conservation District (“ECD”). The GP land use
and zoning designations are consistent with existing and surrounding uses.

### 4.8.1.2 Recreational Uses on Carquinez Strait and Suisun Bay

As a heavy industrial use, no recreational facilities or activities are directly associated with
the Amorco Terminal. However, there are a number of recreational facilities (designated
parks, wildlife preserves, open space, etc.) and recreational uses (nature viewing, hiking,
boating, fishing, surfing, etc.) in the Project vicinity, including:

- hiking, bird watching, or nature viewing in open space preserves near the site;
- water uses on the Carquinez Strait and Suisun Bay by recreational boat users and
  sport fishermen, including recreational marinas such as the Martinez Marina,
  Benicia Marina and Yacht Club, and Glen Cove Marina; and
- near-shoreline picnicking and park activities associated with the East Bay Regional
  Park District and city facilities.

These facilities are described by jurisdiction below and shown on Figure 4.8-2.

**Bay Conservation and Development Commission**

The BCDC controls a trail easement to the southwest of the Amorco Terminal, which
provides access to the onshore open space area to the west of the associated Amorco
Tank Farm.

**California Department of Fish and Wildlife**

The California Department of Fish and Wildlife (CDFW) maintains the 760-acre Point
Edith Wildlife Area located east of I-680 and across the Pacheco Flood Control channel.
The CDFW also manages shoreline marshlands onshore near the Amorco Terminal.
Figure 4.8-1
City of Martinez Land Use Designations in the Project Vicinity
California State Lands Commission
Amorco Marine Oil Terminal Lease Consideration Project

R: Residential
C - R&S: Commercial, Retail and Services
I: Industrial
G: Government
CUL: Open Space/Conservation Use Land
P&R: Parks and Recreation
SSA: Special Study Area

CSLC Lease Boundary
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Figure 4.8-2
Recreational Uses in the Project Vicinity
California State Lands Commission
Amorco Marine Oil Terminal Lease Consideration Project

Copyright: ©2013 Esri, DeLorme, NAVTEQ

1 in = 5,000 ft

source: San Francisco Bay Conservation and Development Commission
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4.8 Land Use and Recreation

East Bay Regional Park District

The East Bay Regional Park District manages several open space recreational parks near the Project site and on the shoreline of the Carquinez Strait. Table 4.8-1 provides a brief summary of these facilities and their locations relative to the Amorco Terminal.

Table 4.8-1: East Bay Regional Park District Parks near the Project Site

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>Description</th>
<th>Location</th>
<th>Approximate Distance from Amorco Terminal</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martinez Regional Shoreline</td>
<td>Marshland, hiking and horse trails, boating, multi-use field facilities</td>
<td>City of Martinez shoreline</td>
<td>1.5 miles to the west</td>
<td>N/A</td>
</tr>
<tr>
<td>Carquinez Strait Regional Shoreline</td>
<td>Marshland, hiking and horse trails</td>
<td>Along Carquinez Scenic Drive between Crockett and Martinez</td>
<td>3 miles to the west</td>
<td>1,415</td>
</tr>
<tr>
<td>Waterbird Regional Preserve</td>
<td>Wetland; associated uplands with hiking trails</td>
<td>East of Interstate 680</td>
<td>1 mile to the southeast</td>
<td>198</td>
</tr>
<tr>
<td>Point Pinole Regional Shoreline</td>
<td>Hiking and horse trails, fishing, camping</td>
<td>Giant Highway, Richmond</td>
<td>14 miles to the west</td>
<td>2,315</td>
</tr>
<tr>
<td>Browns Island</td>
<td>No facilities</td>
<td>Island north of Pittsburg</td>
<td>14 miles to the east</td>
<td>595</td>
</tr>
</tbody>
</table>

Source: East Bay Regional Park District 2012

City of Martinez

The city maintains 13 parks ranging in size from 1 to 150 acres, although none is located immediately adjacent to the Project site. Waterfront Park, which is located at North Court Street via Ferry Street Four, is approximately 0.08 mile from the Amorco Terminal; this 150-acre park is comprised of multiple playing fields and picnic areas. The city also operates the Martinez Marina in the Martinez Regional Shoreline Preserve. The marina is just north of Waterfront Park. The marina is the launching area for many of the recreational boats and sport fishermen that recreate near the Amorco Terminal. The marina also offers a fishing pier and a multi-use field complex.

4.8.1.3 Recreational Uses on San Francisco Bay and San Pablo Bay

This section describes the land use and recreation setting within San Francisco Bay and San Pablo Bay for the evaluation of the risks associated with oil spills from vessels that service the Amorco Terminal. San Francisco and San Pablo Bays contain a variety of
shoreline-related recreational opportunities. Major recreational park areas and sensitive land uses (including wildlife reserves/refuges) are listed in Table 4.8-2.

### Table 4.8-2: Major Shoreline Recreational Areas, San Francisco and San Pablo Bays

<table>
<thead>
<tr>
<th>Bay/Shoreline Parks</th>
<th>Refuges/Preserves/Wildlife Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angel Island State Park</td>
<td>Bair Island Ecological Reserve</td>
</tr>
<tr>
<td>Bayside Park</td>
<td>Browns Island Regional Shoreline</td>
</tr>
<tr>
<td>Berkeley Waterfront – Cesar Chavez Park</td>
<td>Don Edwards San Francisco Bay National Wildlife Refuge</td>
</tr>
<tr>
<td>Carquinez Strait Regional Shoreline</td>
<td>Greco Island</td>
</tr>
<tr>
<td>China Camp State Park</td>
<td>Hamilton Field*</td>
</tr>
<tr>
<td>Coyote Point County Park</td>
<td>Marin Baylands National Wildlife Refuge*</td>
</tr>
<tr>
<td>Gateway Shoreline Park*</td>
<td>Marin Islands National Wildlife Refuge and State Ecological Reserve</td>
</tr>
<tr>
<td>Hayward Regional Shoreline</td>
<td>Mount Tamalpais Waterfowl Refuge</td>
</tr>
<tr>
<td>Martin Luther King, Jr. Regional Shoreline Park</td>
<td>Napa-Sonoma Marshes Wildlife Area*</td>
</tr>
<tr>
<td>McInnis County Park</td>
<td>Palo Alto Baylands Nature Reserve</td>
</tr>
<tr>
<td>Miller/Knox Regional Shoreline</td>
<td>Petaluma Marsh</td>
</tr>
<tr>
<td>Oyster Bay Regional Shoreline*</td>
<td>Point Edith Wildlife Area</td>
</tr>
<tr>
<td>Point Isabel Regional Shoreline</td>
<td>Ravenswood Open Space Preserve</td>
</tr>
<tr>
<td>Point Pinole Regional Shoreline</td>
<td>Red Rock</td>
</tr>
<tr>
<td>Robert W. Crown Memorial State Beach and Elsie Roemer Bird Sanctuary</td>
<td>Redwood Shores Ecological Reserve</td>
</tr>
<tr>
<td>San Leandro Shoreline Park System</td>
<td>San Francisco Bay National Estuarine Research Reserve (China Camp State Park)</td>
</tr>
<tr>
<td>West Contra Costa Sanitary Landfill*</td>
<td>Skaggs Island Naval Reservation*</td>
</tr>
<tr>
<td></td>
<td>The Sisters</td>
</tr>
</tbody>
</table>

Source: BCDC 2006

*Proposed facility
Developed parks, and recreational and sightseeing areas that provide access to the shoreline are found along the urbanized sections of San Francisco Bay, particularly along the waterfront areas of the San Francisco Peninsula. In addition, there are approximately 140 boat-launching ramps/marinas and associated facilities (including fishing piers) throughout San Francisco Bay. Extensive private boating (both sail and power) occurs throughout San Francisco Bay. Undeveloped marsh areas are located to the south. The San Francisco Bay National Wildlife Refuge and Coyote Hills Regional Park at the southern end of San Francisco Bay provide opportunities for hiking and biking in selected areas and near the shore.

The northern end of San Pablo Bay is not as urbanized as the southern portions of San Pablo Bay. Most of the shoreline along north San Pablo Bay and across the bay from the Project area consists of the San Pablo National Wildlife Refuge, where hiking and hunting activities are allowed. Only a few boat ramps and fishing piers are in this area.

### 4.8.1.4 Recreational Uses on the Outer Coast

This section describes the land use and recreation setting along the Pacific outer coast for the evaluation of the risks associated with oil spills from vessels that service the Amorco Terminal. The outer coast consists of a broad mix of land uses, including undeveloped open coastal areas, wetlands, unique shoreline and coastal resource areas, and areas of concentrated development and urban uses. The conditions of the various uses range from relatively undisturbed land areas to degraded coastal zones affected by urban development and industrial pollution. Opportunities for recreation vary along California’s shoreline. The coast contains a variety of features ranging from coastal bluffs and beaches to nearby mountains and forests offering a diversity of recreational opportunities. The more urbanized areas tend to have more “developed” recreational opportunities such as trails with manicured vegetation, while the less urbanized areas and those in remote locations tend to have more natural settings with “undeveloped” recreational uses. Some of the less developed areas are designated as preserves or wilderness. Recreational activities include nature viewing, hiking, biking, and equestrian trails, with beaches providing a range of uses such as picnicking, shore fishing, volleyball, windsurfing/sailing, and surfing. All along the outer coast are fishing piers and berthing and launching facilities for recreational boats; however, the greatest concentrations of these facilities are found in the urbanized areas.

### 4.8.2 REGULATORY SETTING

Federal and State laws that may be relevant to the Project are identified in Table 4-1. Local laws, regulations, and policies are discussed below.


4.8 Land Use and Recreation

City of Martinez

The city’s GP is a comprehensive, long-range planning document stating the city’s development goals and policies. It is used to define land use restrictions, which are implemented through the city’s Zoning Ordinance. Policy 21.51 of the GP states “Expansion of the petroleum refining and related industries must proceed in an orderly fashion and be consistent with protection of the community’s air, water, scenic and fiscal resources. The GP land use designation for the Amorco Tank Farm is Industrial.

The city’s Zoning Ordinance implements the GP policies. The onshore Amorco Tank Farm has a zoning designation of Heavy Industrial (“H-I”), and the Amorco Terminal also has an overlay Environmental Conservation District (“ECD-H-I”).

4.8.3 IMPACT ANALYSIS

4.8.3.1 Significance Criteria

For the purposes of this analysis, an impact was considered to be significant and to require mitigation if it would result in any of the following:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect
- Cause residual impacts on sensitive shoreline lands and/or water and non-water recreation due to an accidental release of oil
- Conflict with established or proposed land uses, including potentially sensitive land uses

4.8.3.2 Assessment Methodology

Environmental impacts are discussed in this section relative to the areas adjacent to the Project. Potential land use and recreational impacts relate to continued operation of the offshore portion of the Amorco Terminal. Potential long-term land and recreational use impacts relate to such issues as compatibility of the facilities with existing and proposed land uses in the surrounding area (e.g., changes in land use, land use conflicts, and effects on potentially sensitive land uses) and conformity with governmental land use and recreation plans, policies, and regulations.

4.8.3.3 Impacts Analysis and Mitigation Measures

The following subsections describe the Project’s potential impacts on land use and recreation; where impacts are determined to be significant, feasible mitigation measures (MM) are described that would reduce or avoid the impact.
Proposed Project

Impact Land Use and Recreation (LUR)-1: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than significant.)

Because the Amorco Terminal is located on sovereign lands under the jurisdiction of the CSLC in a historically industrial section of the city, the BCDC is the only other agency with land use jurisdiction over the site. The BCDC’s San Francisco Bay Plan (amended 2006) is the most comprehensive planning document for water-related development around San Francisco Bay. According to the San Francisco Bay Plan, the Amorco Terminal site is designated for Water-Related Industry. Use of the Amorco Terminal is consistent with this use designation.

Although the city does not have jurisdiction over the Amorco Terminal, the city’s GP designates the Amorco Tank Farm site as Industrial, and the zoning designation is Heavy Industrial. These land use and zoning designations are consistent with existing and surrounding uses.

The use of the Amorco Terminal as an industrial facility in an area planned and zoned for industrial uses is consistent with all applicable local and regional land use plans and policies. Because applicable planning documents designate the Amorco Terminal and surrounding areas for industrial uses, which currently exist and are compatible, future planning policies and plans over the proposed 30-year lease term would likely continue to designate the area in a similar manner. Impacts would be less than significant.

Mitigation Measure: No mitigation required.

Impact LUR-2: Cause residual impacts on sensitive shoreline lands and/or water and non-water recreation due to an accidental release of oil at or near the Amorco Terminal. (Significant and unavoidable.)

An accidental spill of oil at or near the Amorco Terminal could cause residual impacts on sensitive shoreline lands and recreation near the water and the shoreline, including Martinez Regional Shoreline, Martinez Waterfront Park, and Carquinez Strait Regional Shoreline, and to recreational boats (refer to Section 4.8.1.2). The greatest risk of a spill is from small accidents at the Amorco Terminal during normal operations. While there is less risk of spill during tankering, the size of a spill that could result would be much greater and more severe. The degree of impact is influenced by factors such as location, spill size, type of material spilled, prevailing wind and current conditions, the vulnerability and sensitivity of the shoreline, and effectiveness of early containment and cleanup efforts.
4.8 Land Use and Recreation

Crude oil feedstocks are shipped to and from the Amorco Terminal. Light product spills generally volatize relatively rapidly, and little remains within 24 to 48 hours after a spill. Heavy crude oil may disappear over a period of several days, with remaining heavy fractions lasting from several weeks to several months floating at or near the surface in the form of mousse, tar balls, or mats.

If a spill were to occur at the Amorco Terminal, transfer operations would be suspended. The capability to immediately respond and deploy appropriate containment booming would influence the extent of affected shoreline. Tesoro Refining and Marketing Company, LLC (Tesoro) has contracted with Bay Area Ship Services to assist with initial oil spill response services, including the immediate execution of approximately 600 feet of harbor boom in approximately 30 minutes. In addition, Tesoro contracts with Marine Spill Response Corporation to serve as the primary Oil Spill Response Organization contractor in its Oil Spill Response Plan for offshore, onshore, and shallow-water response services. Refer to Section 2.6.4 for a more detailed description of the Amorco Terminal oil spill response capabilities and equipment.

Because it is impossible to predict with any certainty the potential consequences of a spill, impacts from spills are considered to be significant and unavoidable if first-response efforts would not contain or clean up the spill, resulting in residual impacts that would affect the general public’s use of shoreline or water areas. If a spill occurs that would be contained and cleaned up during the first response, that spill would be considered a less than significant with mitigation impact to land use and recreation.

Mitigation Measures OS-1a, OS-1b, OS-1c, OS-4a, and OS-4b, presented in Section 4.1, Operational Safety/Risk of Accidents of this Environmental Impact Report (EIR), provide improved oil spill containment measures. With implementation of these measures, the risk to shoreline and recreational resources can be reduced to less than significant for small spills; however, impacts would remain significant for large spills.

Mitigation Measure: No additional mitigation measures available.

Impact LUR-3: Cause residual impacts on sensitive shoreline lands and/or water and non-water recreation due to an accidental release of oil from vessels in transit. (Significant and unavoidable.)

Depending on spill size and location, a spill within San Francisco Bay or Carquinez Strait could affect recreational boating in the vicinity of the spill and its area of spread. Depending on wind and current condition and the size of the spill, the shoreline and land- and water-recreation uses could also be affected. Oil spill modeling for the vicinity of the Amorco Terminal (see Appendix C) shows the potential extent of oil spread based on various scenarios of spill size, wind, tide, and current conditions. Modeling results indicate that probabilities of exceeding the levels of concern range from 75 to 100 percent along
the shoreline east and west of the Carquinez Bridge in both summer and winter, with higher probabilities of exceedance extending into San Pablo Bay and Suisun Bay for the winter scenario. Refer to Section 4.1, Operational Safety/Risk of Accidents for a more in-depth discussion of oil spill modeling in the Project vicinity.

Shoreline uses that could be affected by a spill include marinas, parks, and other recreational uses, as well as other marine terminals and port and harbor operations. Passenger and cargo vessels, commercial fishing vessels, recreational boaters, and others may have to slow, reroute, or halt operations during cleanup and containment.

Compared to the San Francisco Bay, existing land uses and recreational areas along the outer coast are more diverse, ranging from heavily used areas to areas that are undeveloped and fairly inaccessible, especially along the northern coast. Spills that beach along heavily used areas and recreational points would limit or preclude such uses and result in significant, adverse impacts, depending on the characteristics of a spill and its residual effects. Oil that spreads to beaches, sand dunes, tide pools, shoreline reserves, harbors, marinas, and other recreational boating and fishing facilities would limit access to these areas due to containment equipment and cleanup activities. Spills that reach the more remote portions of the shoreline may not necessarily decrease the availability of recreational uses because use may be minimal, but would result in impacts to biological resources and water quality (refer to Sections 4.2 and 4.3 for details). Portions of the coastline would also be visually affected by spills, as discussed in Section 4.10, Visual Resources, Light, and Glare.

Over the life of the proposed new lease, as more areas of the coastline are developed or made accessible to the public, the likelihood that an established land use or recreational amenity may be affected by a spill would also increase.

Because it is impossible to predict with any certainty the potential consequences of a spill, impacts from spills are considered to be significant and unavoidable if first-response efforts would not contain or clean up the spill, resulting in residual impacts that would affect the general public’s use of shoreline or water areas. If a spill occurs that would be contained and cleaned up during the first response, that spill would be considered a less than significant with mitigation impact to land use and recreation.

Mitigation measures OS-1a, OS-1b, OS-1c, OS-4a, and OS-4b, presented in Section 4.1, Operational Safety/Risk of Accidents, provide improved oil spill containment measures. With implementation of these measures, the risk to shoreline and recreational resources can be reduced to less than significant for small spills; however, impacts would remain significant for large spills.

**Mitigation Measure:** No additional mitigation measures available.
4.8 Land Use and Recreation

Impact LUR-4: Conflict with established or proposed land uses, including potentially sensitive land uses. (Less than significant.)

The existing Amorco Terminal is compatible with all adjacent and proximate land uses. The Amorco Terminal is not immediately surrounded by any other facilities, with the exception of the Shell Martinez Marine Terminal to the west. Both facilities are industrial and are allowed land uses within the planning jurisdiction of the city of Martinez. There are no sensitive or incompatible land uses (such as hospitals, retirement communities, or schools) located near the Amorco Terminal. The nearest residential area is approximately 1 mile to the southwest of the Amorco Terminal, and is adjacent to heavy industrial uses on land zoned as Industrial.

A new 30-year lease would not create any physical land use incompatibilities, mainly because current activities would continue in the same manner. The Amorco Terminal would continue to be compatible with all existing surrounding industrial land uses. Because the area is built out and zoned Industrial, it is highly unlikely that any sensitive, incompatible land uses would be developed near the Amorco Terminal during the 30-year lease period.

In 2006, Senate Bill 1556 mandated that the Delta Protection Commission adopt a plan and implementation program for a continuous recreational corridor trail network through the five Delta counties, linking the San Francisco Bay Trail system to the planned Sacramento River trails in Yolo and Sacramento counties. The Great California Delta Trail (Delta Trail) is to include routes for bicycling and hiking, with interconnections to other trails, park and recreational facilities, and public transportation. Operation of the Amorco Tank Farm prohibits public access to the shoreline, so constructing the Delta Trail through the facility is not feasible. However, the upland portion of the Amorco Terminal is not under the jurisdiction of the CSLC, and is not part of the proposed lease. Therefore, issues related to land use associated with the planned trail segments are not applicable to this EIR.

Mitigation Measure: No mitigation required.

Alternative 1: No Project

Impact LUR-5: Cause residual impacts on sensitive shoreline lands and/or water recreation due to an accidental release of oil from marine-based sources; or conflict with established or proposed land uses, including potentially sensitive land uses. (Beneficial.)

Under the No Project Alternative, Tesoro’s lease would not be renewed and the existing Amorco Terminal would be subsequently decommissioned with its components...
abandoned in place, removed, or a combination thereof. The decommissioning of the Amorco Terminal would be governed by an Abandonment and Restoration Plan.

The localized risk of a spill (i.e., risks associated with the specific location and access route to the Amorco Terminal) impacting shoreline land uses and precluding recreational uses in the vicinity of the Amorco Terminal would not occur, as the Amorco Terminal would not be in use. With no potential for spills in the immediate area, a beneficial impact would occur near the Amorco Terminal.

After decommissioning, the No Project Alternative assumes the number of tankers servicing the area would remain essentially the same due to regional demands, and assumes that without the Amorco Terminal, incoming tankers would instead go to the Avon Terminal. Therefore, the risks associated with the transport of oil would not be removed from the region, but simply shifted to a nearby facility, approximately 2.5 miles away. An incremental increase in risk associated with increases in vessel activity at the Avon Terminal would result. At the Avon facility, there would be the potential for oil spill impacts similar to the proposed Project.

The Amorco Terminal would eventually be decommissioned and abandoned or converted to another use, which would require a separate California Environmental Quality Act environmental review. No significant adverse land use or recreation impacts would be anticipated for the decommissioning process.

Mitigation Measure: No mitigation required.

Impact LUR-6: Cause residual impacts on sensitive lands and/or recreation due to an accidental release of oil imported from non-marine sources; or conflict with established or proposed land uses, including potentially sensitive land uses. (Significant and unavoidable.)

This alternative assumes that there would be no Amorco Terminal to receive crude or transport product and, therefore, Refinery operations would be dependent on crude oil receipts through non-marine sources in order to meet regional refining demands. Sources may include land-based transportation such as rail cars and trucks, and/or pipeline connections to other Bay Area marine oil terminals, or a combination thereof.

Crude oil transportation by rail car would involve constructing additional rail lines and associated handling facilities. Pipeline delivery would require construction of new pipelines and/or the purchase of existing pipeline capacity from other local petroleum refinery competitors. Permit modification might be required for any increased use of the existing pipeline to the Plains All America Martinez Terminal, or the Kinder Morgan Pipeline.
If pipeline and/or rail construction were needed, alignments would need to be identified and easements obtained. Conversion of some lands in highly developed urban areas could either directly or indirectly affect land use, including recreational use. This could result in significant impacts. In areas where property could be taken to construct pipeline and/or railway alignments, impacts could be wholly or partially mitigated by monetary means or land trades. However, impacts would remain significant in the event that land is deeded to an easement and taken out of public use such as a public park, if that loss contributes to a decrease in park space with no means for replacement. Incompatible land uses with adjacent property could also result in significant impacts. During operation of the pipeline and or rail cars, accidental oil spills could result in significant impacts.

**Alternative 2: Restricted Lease Taking Amorco Out of Service for Oil Transport**

<table>
<thead>
<tr>
<th>Impact LUR-7: Cause residual impacts on sensitive shoreline lands and/or water recreation due to an accidental release of oil from marine based sources; or conflict with established or proposed land uses, including potentially sensitive land uses.</th>
<th>(Beneficial.)</th>
</tr>
</thead>
</table>

Refer to Impact LUR-5.

**Mitigation Measure:** No mitigation required.

<table>
<thead>
<tr>
<th>Impact LUR-8: Cause residual impacts on sensitive lands and/or recreation due to an accidental release of oil imported from non-marine sources; or conflict with established or proposed land uses, including potentially sensitive land uses.</th>
<th>(Significant and unavoidable.)</th>
</tr>
</thead>
</table>

Refer to Impact LUR-6.

**Cumulative Impact Analysis**

Routine operations at the Amorco Terminal would not contribute to cumulative land use or recreation impacts. However, there is a risk of a potentially significant oil spill from the proposed Project and other marine oil terminal projects in the region. Over the proposed 30-year lease period, increased throughput would occur through an increase in the number of vessels handled at the Amorco Terminal. An incremental increase in spill risk that would impact land use and recreation would be associated with that increase. When the cumulative environment is considered, the contribution from the proposed Project is small. Even so, impacts to sensitive shoreline lands and/or water and non-water recreation due to an accidental release of oil would remain potentially significant. Tesoro would be responsible for spills at or near the Amorco Terminal, but not for vessels transiting San Francisco Bay or the outer coast.
### 4.8.4 SUMMARY OF FINDINGS

Table 4.8-3 includes a summary of anticipated impacts to land use and recreation and associated mitigation measures.

#### Table 4.8-3: Summary of Land Use and Recreation Impacts and Mitigation Measures

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proposed Project</strong></td>
<td></td>
</tr>
<tr>
<td>LUR-1: Conflict with any applicable land use plan, policy, or regulation over the Project adopted for the purpose of avoiding or mitigating an environmental effect</td>
<td>No mitigation required.</td>
</tr>
<tr>
<td>LUR-2: Cause residual impacts on sensitive shoreline lands and/or water and non-water recreation due to an accidental release of oil at or near the Amorco Terminal</td>
<td>No additional mitigation measures available. (refer to MMs OS-1a, OS-1b, OS-1c, OS-4a, and OS-4b.)</td>
</tr>
<tr>
<td>LUR-3: Cause residual impacts on sensitive shoreline lands and/or water and non-water recreation due to an accidental release of oil from vessels in transit</td>
<td>No additional mitigation measures available. (refer to MMs OS-1a, OS-1b, OS-1c, OS-4a, and OS-4b.)</td>
</tr>
<tr>
<td>LUR-4: Conflict with established or proposed land uses, including potentially sensitive land uses</td>
<td>No mitigation required.</td>
</tr>
<tr>
<td><strong>Alternative 1: No Project</strong></td>
<td></td>
</tr>
<tr>
<td>LUR-5: Cause residual impacts on sensitive shoreline lands and/or water and non-water recreation due to an accidental release of oil; or conflict with established or proposed land uses, including potentially sensitive land uses</td>
<td>No mitigation required.</td>
</tr>
<tr>
<td>LUR-6: Cause residual impacts on sensitive lands and/or water and non-water recreation due to an accidental release of oil; or conflict with established or proposed land uses, including potentially sensitive land uses</td>
<td>Should this alternative be selected, mitigation measures would be determined during a separate environmental review under CEQA.</td>
</tr>
<tr>
<td><strong>Alternative 2: Restricted Lease Taking Amorco Out of Service for Oil Transport</strong></td>
<td></td>
</tr>
<tr>
<td>LUR-5: Cause residual impacts on sensitive shoreline lands and/or water and non-water recreation due to an accidental release of oil; or conflict with established or proposed land uses, including potentially sensitive land uses</td>
<td>No mitigation required.</td>
</tr>
<tr>
<td>LUR-6: Cause residual impacts on sensitive lands and/or water and non-water recreation due to an accidental release of oil; or conflict with established or proposed land uses, including potentially sensitive land uses</td>
<td>Should this alternative be selected, mitigation measures would be determined during a separate environmental review under CEQA.</td>
</tr>
</tbody>
</table>