

3.13.1 Introduction

This chapter analyzes the impacts of the proposed project on parks and recreation facilities and opportunities within the Port area. Impacts to recreational resources could occur if the project were to adversely affect existing parks or recreational resources or cause an unplanned or unintended increase in demand for parks or recreational facilities. The General Plan (City of Los Angeles 1996), associated community plans, and the Internet were consulted for information on parks and recreation resources and standards. A full discussion of the boat launch ramps is included in Chapter 5, “Boat Launch Analysis.”

3.13.2 Setting

3.13.2.1 Regional Setting

The City of Los Angeles is characterized as an urbanized area framed by open space. The Pacific Ocean, San Gabriel Mountains, Santa Susana Mountains, Baldwin Hills, and the Santa Monica Mountains are examples of natural open space resources that bound the City. Within these open space areas, a wide variety of recreational activities, from bird watching to horseback riding, take place.

Within the City of Los Angeles, the Department of Recreation and Parks operates over 16,000 acres of park land comprised of some 150 recreation centers and over 350 park sites Citywide. Facilities at neighborhood parks include softball, basketball, volleyball, table games, handicrafts, lawn games, small children’s play areas, and community buildings. In addition to the facilities at a neighborhood park, community parks provide baseball diamonds, combined football and soccer fields, tennis, handball courts, swimming pools, and picnic areas. In ocean areas outside the Los Angeles Harbor and at beaches there are also other opportunities such as marine recreation (e.g., boating and waterside entertainment) (City of Los Angeles 1998).

Recreational resources within the Port include the open water of the harbor and the Main and West Channel Marinas, the Los Angeles World Cruise Center, the

Los Angeles Maritime Museum, the Los Angeles Harbor Sportfishing Harbor Cruises facility, Ports O' Call Village, Cabrillo Marine Aquarium, and the existing Cabrillo Marina Phase I. Figure 3.13-1 shows primary coastal-dependent recreational areas and facilities in the Port. All of these facilities are located along the San Pedro waterfront. Additionally, the waters of the Outer Los Angeles Harbor and San Pedro Bay provide opportunities for fishing, sailing, pleasure boating, and diving. There are several facilities for charters, cruises, sportfishing, and small-craft boating in San Pedro Bay and Los Angeles Harbor. The Los Angeles World Cruise Center currently serves approximately 21 cruise vessels representing 13 passenger lines. Figure 3.13-2 shows fishing and diving areas.

Recreational Fishing

Recreational fishing is an important activity within the Los Angeles Outer Harbor area and San Pedro Bay. Fishing occurs most frequently near Point Fermin, along the San Pedro Breakwater (including the Cabrillo Beach Fishing Pier), near the Los Angeles side of the Middle Breakwater, and offshore (see Figure 3.13-2).

Offshore sportfishing and charter opportunities are available through Los Angeles Harbor Sportfishing and the 22nd Street Landing. The 22nd Street Landing is the major commercial sportfishing facility, offering year-round services and operating with a fleet of 20–25 vessels. Los Angeles Harbor Sportfishing, located at Berth 79, offers a variety of deep-sea and barge-fishing opportunities. Los Angeles Harbor Sportfishing operates and provides access to the fishing barge located in San Pedro Bay near the Middle Breakwater. The barge is available seven days a week, 24 hours a day at the Los Angeles Breakwater and at the East Entrance. Boats run every two hours from Los Angeles Harbor Sportfishing. Warm-weather conditions and the summer months represent the peak periods for barge fishing and are associated with near-capacity conditions. The barge is capable of handling a maximum of 700 anglers.

The Cabrillo Beach Boat Launch Ramp provides access and facilities for dry-stored boats and small-craft vessels. Trailerable boats, consisting of small-craft powerboats and sailboats typically up to 25 feet in length, also use the public launch ramp. Boating activities are concentrated within the harbor area.

Recreational Boating

Power boating and sailing occur year-round, with peak use times on the weekends, afternoons, and summer months. In the peak season, as many as 1,000 boats per day could use the harbor area for boating activities. Pleasure boats frequently travel the area between the Ports of Long Beach and Los Angeles.

Marinas

Many of the marinas in the Port provide utility and liveaboard services and are occupied by marine supply and maintenance facilities. The following marina facilities are located in the Port (The Log 2002).

- **California Yacht Marina.** Berth 202 #36. Slips: 266. Liveaboard and guest slips when available. Length: 22–110 ft.
- **Cerritos Yacht Anchorage.** Berth 205-C. Slips: 90. Liveaboard slips: 10. Guest slips: 4. Length: 16–43 ft.
- **Holiday Harbor Marina.** Berth 20. Slips: 200. Liveaboard and guest slips when available. Moorings. Length: 25–48 ft.
- **Island Yacht Anchorage #1 and #2.** Berth 205-D. Length: 25–60 ft.
- **Leeward Bay.** Slips: 160. Liveaboard slips. Length: 20–50 ft.
- **Lighthouse Yacht Landing.** Berth 205-B. Slips: 75. Liveaboard and guest slips when available. Length: 26–53 ft.
- **Newmarks Yacht Centre.** Berth 204. Slips: 240. End ties 100+ ft. Length: 25–100 ft.
- **Pacific Yacht Landing.** Berth 203. Slips: 180. Liveaboard slips: 25. Length: 20–50 ft.
- **Yacht Haven Marina.** Berth 202. Slips: 168. Liveaboard slips: 20. Length: 30–65 ft.
- **Al Larson Marina.** Slips: 128. Liveaboard slips: full. Guest slips: open. Length: 25–55 ft.
- **West Channel Marinas.** Slips: 1,435. Liveaboard and guest slips. Length: 20–80 ft.
- **East Basin/Cerritos Channel Marinas.** Berth 202.
- **Holiday Harbor-Cabrillo Marina.** Berth 34. Slips: 300. Liveaboard slips (currently filled). Guest slips. Length: 22–70 ft.

Special Boating Events

A primary recreational activity occurring in the waters of the Los Angeles Harbor and offshore is recreational boating. Several boating organizations represent and sponsor activities such as regattas, day sailing events, powerboat cruising, and offshore powerboat racing. A number of yacht clubs sponsor races in San Pedro Bay. Races may either consist of single events or a series of races on one or more days. Many races start and finish completely within the harbor, although some (e.g., races around Catalina or Santa Barbara Islands) pass in and out of Angels Gate. Events such as the Los Angeles to Cabo San Lucas regatta, Wet Wednesdays, and the Mid-Winter Regatta use San Pedro Bay at the Middle Breakwater for a staging area. A staging area is used as the start and finish line

of a regatta or as a point of departure for day sailing or weekend excursions. Regattas are typically accompanied by official boats and spectator boats.

The Outer Harbor is also used for special boating events, and both the Inner and Outer Harbors are used as staging and course areas by several yacht clubs for opening day boat parades and special activities. These activities attract an estimated 40–75 boats per event from each yacht club. Opening day activities and boat parades typically occur on a weekend in March or April.

3.13.2.2 Regulatory Setting

The proposed project is governed by state and city land use regulations. The PMP, the California Coastal Act of 1976, and the General Plan (including community plans) comprise recreation-related goals, objectives, and policies that are applicable to the proposed project. For discussion of specific policies and regulations as well as their analysis, refer to Chapter 3.1, “Land Use.”

3.13.3 Impacts and Mitigation

3.13.3.1 Methodology

The potential impacts associated with the proposed project are evaluated through a qualitative comparison of the anticipated project effects and the existing baseline conditions.

3.13.3.2 Thresholds of Significance

The determination of significance for recreation impacts in the *Draft Los Angeles CEQA Thresholds Guide* (City of Los Angeles 1998) is based on net population increase resulting from the proposed project. According to this guide, further study into recreation impacts is based on whether the project would result in a net increase of 50 or more residential units that would adversely impact recreation and park services and/or facilities due to the project’s proximity to, or expected usage of, those facilities or services. Because this project would not result in a population increase, the criteria used to determine the significance of impacts on recreation are based on Appendix G of the State CEQA Guidelines.

The proposed project would normally result in a significant impact if it would result in any of the following.

REC-1: The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

REC-2: The project would include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

3.13.3.3 Project Impacts

Direct and Indirect Impacts

Impact REC-1: The Project Would Not Increase the Use of Existing Neighborhood and Regional Parks or Other Recreational Facilities Such that Substantial Physical Deterioration of the Facility Would Occur or Be Accelerated

The demand for parks is generally associated with the increase of housing or population in an area. Service needs are related to the size of the population and geographic area served and community characteristics. Projects that affect these factors (i.e., by increasing residential population in an area) may increase the demand for recreation facilities. However, the proposed project would not result in the construction of new housing or induce a permanent increase in population. Rather, the project would provide recreational facilities that would be available to the local community and regional visitors. Implementation of the proposed project would enhance the existing Cabrillo Way Marina and provide more public access through roadway improvements, parking improvements, and the construction of 6,500 linear feet of pedestrian promenade. The inclusion of the pedestrian promenade would provide passive recreational amenities to the local community and regional visitors. Other new facilities to aid recreational boaters include redevelopment of boat slips within the marina area, Marina Village retail center, Dry Stack Boat Storage, and Boat Launch Facilities.

The project would be a community resource and would be open to the public. The project would not result in an increased demand for new parks or cause substantial physical deterioration of existing parks. Additionally, no existing parks would be impacted by the proposed project construction; therefore, no adverse impacts would occur.

Mitigation Measures

No mitigation is required.

Residual Impact

Impacts would be less than significant.

Impact REC-2: The Project Would Not Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities that Might Have an Adverse Physical Effect on the Environment

The proposed project would not include construction of any parks or recreational facilities beyond those of the proposed project, and would not result in demand for new recreational facilities. The Phase I Development (now called Cabrillo Marina Phase I) was constructed and has been in operation since 1986. The proposed project (Cabrillo Way Marina) could be described as an expansion of Phase I. Project-related adverse physical effects on the environment are discussed throughout other chapters of this Recirculated Draft SEIR.

In general, project-related construction activities that could potentially affect recreational activities in the marina area include dredging, excavation, and landfill operations. Waterside construction would occur within the Watchorn Basin, as well as landside in the project area. Because the dredging would take place away from the main part of the West Channel, tourist-oriented and other recreational facilities located on the west side of the West Channel will not be affected. Water quality would be temporarily degraded; however, these areas are not used for recreational activities—such as sportfishing or diving—that would be affected by this impact. Construction impacts to existing recreational activities would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impact

Impacts would be less than significant.

Cumulative Impacts

The majority of the cumulative projects are associated with new or redeveloped cargo marine terminals or other projects of an industrial nature within the Port. These types of cumulative projects would not affect existing recreational opportunities within or around the Port, as they are primarily located within existing industrial areas. Some of the cumulative projects, however, have recreational components. These include projects associated with the Queen Mary Seaport and Queensway Bay in the City of Long Beach/Port of Long Beach; expansion of the Cabrillo Marine Aquarium; and improvements along the Main Channel Promenade and Ports O' Call. These cumulative projects all contribute to additional recreational opportunities within the Port area for the surrounding communities as well as regional patrons. These projects represent an increase in recreation and would not adversely affect recreational demand in the surrounding area. Therefore, the project would not make a considerable contribution to the cumulative impacts to recreation.

3.13.3.4 Mitigation Monitoring Plan Summary

No significant impacts would occur; therefore, no mitigation is required.