

3.10

RECREATION

1

2 **3.10.1 Introduction**

3 This section describes the affected environment and regulatory setting for recreation,
4 as well as the impacts on recreational resources that would result from the proposed
5 Project, and the mitigation measures that would reduce these impacts.

6 **3.10.2 Environmental Setting**

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

13 Within the City, the Department of Recreation and Parks maintains over 15,710 acres
14 of parkland that is composed of 390 neighborhood and regional parks, 9 lakes, 176
15 recreational centers, 372 children's play areas, 13 golf courses, 287 tennis courts,
16 9 dog parks, 59 swimming pools, and 7 skate parks. The Department of Recreation
17 and Parks also provides afterschool activities, daycare for children, teen clubs,
18 basketball, volleyball, softball, and flag football games and leagues. In ocean areas
19 outside Los Angeles Harbor and at beaches located north of the harbor, there are also
20 other amusement opportunities such as marine recreation (e.g., boating and waterside
21 entertainment). (City of Los Angeles 2007.)

22 Additionally, there are many non-park and non-open space recreational opportunities
23 within the City. These opportunities include facilities such as museums, amusement
24 parks, beaches, historical buildings, and other educational and visitor-oriented
25 activities.

26 Specifically, the Port of Los Angeles and the areas surrounding the Port have
27 recreational facilities accessible by land and water. The following includes a

1 discussion of both the existing land and water recreational facilities in the vicinity of
2 the proposed Project and surrounding areas. Figures 3.10-1 and 3.10-2 show existing
3 land- and water-related recreational facilities, respectively, within the proposed
4 project area.

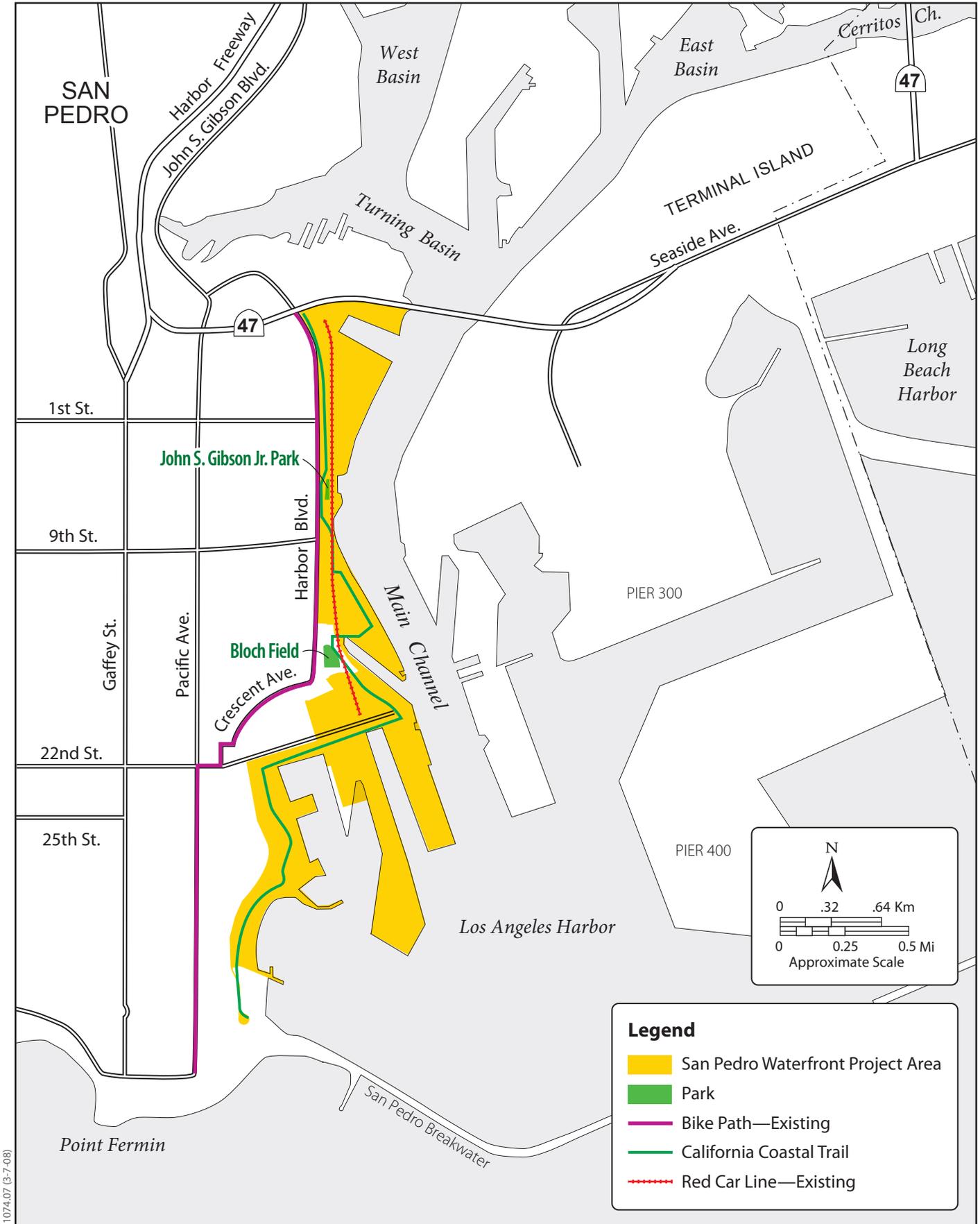
5 **3.10.2.1 Land-Related Recreational Facilities**

6 San Pedro has existing opportunities for land-related sports and recreational
7 activities. Within the general proximity of the proposed project area there are a
8 number facilities including public parks, recreational centers, hiking and bicycling
9 trails, and museums. Figure 3.10-1 shows primary land-related recreational areas and
10 facilities at the Port. The following sections describe land-related recreational
11 activities in the vicinity of the proposed Project.

12 **3.10.2.1.1 Parks West of Harbor Boulevard**

13 The City provides numerous parks and recreational centers located in the proposed
14 project vicinity. The list below includes facilities located generally east of Western
15 Avenue and south of Pacific Coast Highway and are generally within 5 miles of the
16 proposed project site:

- 17 ■ Alma Park,
- 18 ■ Anderson Memorial Recreation Center,
- 19 ■ Angels Gate Park and Recreation Center,
- 20 ■ Averill Park,
- 21 ■ Bandini Park and Recreation Center,
- 22 ■ Daniel's Field/Harbor Sports Center,
- 23 ■ East View Park,
- 24 ■ Ken Malloy Harbor Regional Park,
- 25 ■ Leland Park and Recreation Center,
- 26 ■ Peck Park,
- 27 ■ Point Fermin Park,
- 28 ■ Rancho San Pedro Multipurpose Center,
- 29 ■ Rena Park, and
- 30 ■ White Point Park.



01074.07 (3-7-08)

Legend

- San Pedro Waterfront Project Area
- Park
- Bike Path—Existing
- California Coastal Trail
- Red Car Line—Existing

Figure 3.10-1
Existing On-Land Recreational Opportunities

3.10.2.1.2 Bike Lanes

The City has an extensive network of existing and proposed bike lanes. Existing bike lanes in the immediate vicinity of the Port include the following:

- Class II bike path on North Harbor Boulevard from Vincent Thomas Bridge to South Crescent Avenue,
- Class II bike path on Pacific Avenue from 22nd Street to Shepard Street,
- Class I bike path on South Crescent Avenue from North Harbor Boulevard to Pacific Avenue.

3.10.2.1.3 California Coastal Trail

The California Coastal Trail (CCT) is a network of public trails for hikers, bikers, equestrians, and others along the entire California coastline. Parts of the trail are wheelchair accessible. It is currently more than half complete. Assembly Concurrent Resolution (ACR) 20, passed by the State legislature in 2000, declared that the CCT is an official state trail. The CCT also received federal recognition that year when President Bill Clinton responded to Governor Davis' nomination and declared it a Millennium Heritage Trail. In 2001, the Senate passed legislation, Senate Bill (SB) 908, which directed the State Coastal Conservancy, aided by other state agencies, to determine what was needed to complete the CCT (CCT 2003). When it is fully complete, the CCT will stretch along the California coastline from Oregon to Mexico and cover 1,200 miles. The CCT is intended to make the whole California coastline accessible to the public (Coastwalk 2007). Currently, the public is able to walk the CCT from the northernmost point to the southernmost point of the proposed project site.

3.10.2.1.4 John S. Gibson Jr. Park

John S. Gibson Jr. Park is located on Harbor Boulevard between 5th and 6th Streets on the east side of Harbor Boulevard in San Pedro. This landscaped park is unstaffed and contains a number of memorials including the Fishermen's Memorial and the Merchant Marine Memorial (City of Los Angeles 2007b).

3.10.2.1.5 Bloch Field

Bloch Field is located on the east side of Harbor Boulevard, by 16th Street and Crescent Avenue. It includes a lawn area and a baseball field, and is used by the Los Angeles YMCA to host public sporting events, including baseball league tryouts in March, and baseball games from April through June. (YMCA 2008).

3.10.2.1.6 Waterfront Red Car Line

The existing Waterfront Red Car Line is 1.5 miles in length and opened in July of 2003. The line begins from a station located at Harbor Boulevard and Swinford Avenue and runs parallel to Harbor Boulevard to the ending station located at 22nd and Miner Street, near the existing Waterfront Red Car Maintenance Facility. The line is run from an overhead contact system that provides 600 volts DC for trolley operations. The line operates from 10 a.m. to 6 p.m. Fridays through Mondays, coinciding with the normal days for ships to call at the existing cruise terminals at the World Cruise Center. Service is also provided on “extra days” when cruise ships are in port outside of the Friday through Monday schedule, and during special events. Present operations provide scheduled service on 20 minute headways in each direction throughout the day. End to end running time is scheduled at 13 minutes including two intermediate stops. Two cars operate over the line during normal operations.

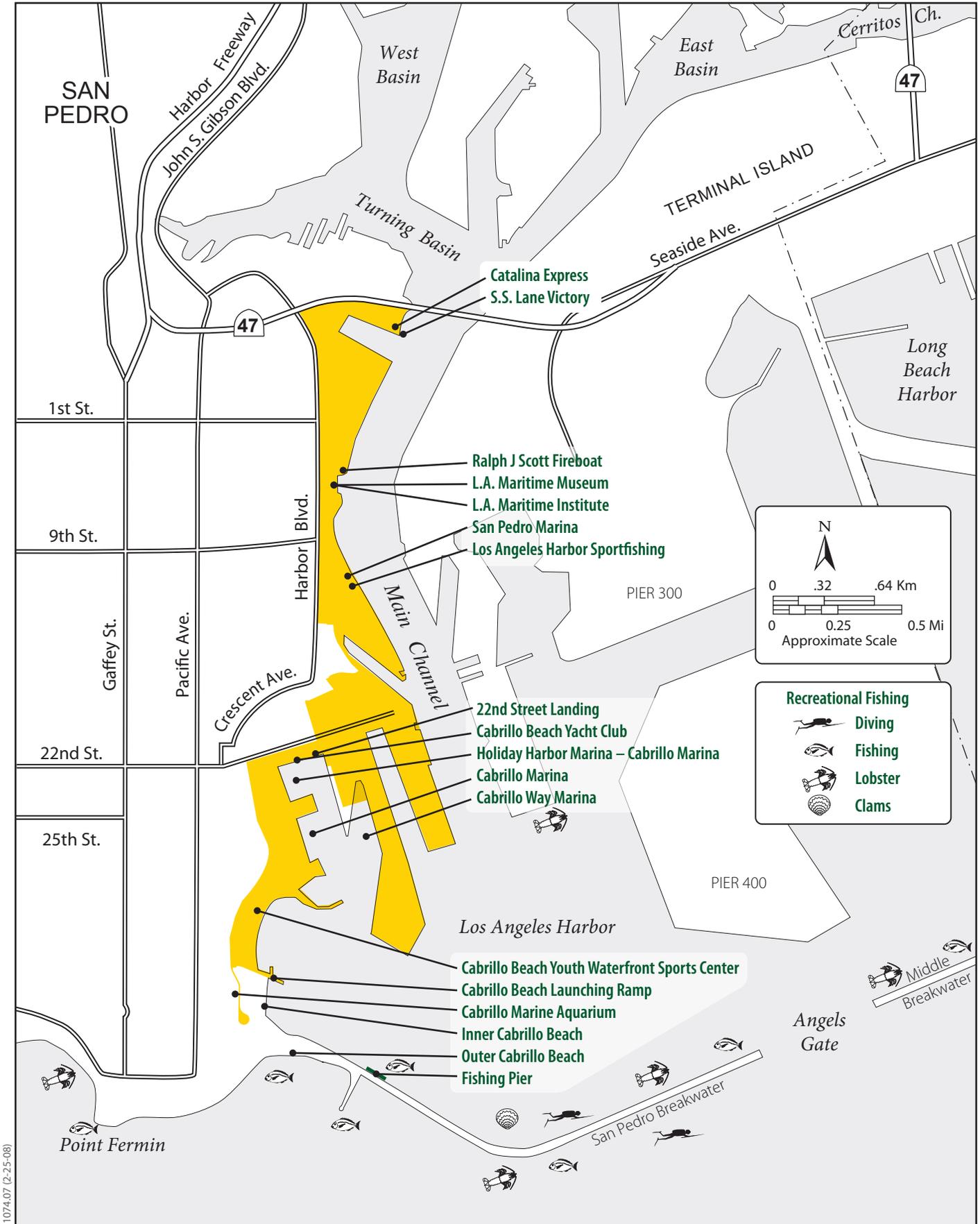
In the first year of service, 85,102 passenger boardings were recorded; 95,543 passenger boardings were recorded in the second year, and 102,169 passenger boardings were recorded in the third year. In 2007, a ridership survey was conducted and indicated that approximately 25 percent of the existing ridership is associated with the cruise ship industry, as either crew members or passengers, and 90 percent of those surveyed reported their primary purpose was sight-seeing/tourism/personal interest. Eighty-three percent of those surveyed also indicated they would be very likely to ride the Waterfront Red Car to other waterfront destinations. (Wilson & Company 2007.)

3.10.2.2 Water-Related Recreational Facilities

Recreational resources within the immediate vicinity of the Port include the open water of the harbor, the Main and West Channel Marinas, Ports O’Call, Cabrillo Marine Aquarium, the Cabrillo Way Marina, the Los Angeles Maritime Institute, the Los Angeles Maritime Museum, the S.S. Lane Victory, the Ralph J. Scott Fireboat Museum, and Catalina Express facilities (Port of Los Angeles 2007).

The Port also contains cruise ship docking and loading/unloading facilities. Cruise ships represent a major recreational destination for users of the Port. However, cruise ship recreation is not analyzed as a recreational resource due to the fact that cruise-related recreation occurs primarily outside of the vicinity of the proposed Project, and the proposed Project would not have an effect on cruise ship activity.

Figure 3.10-2 shows primary water-related recreational areas and facilities at the Port. All of these resources 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.



01074.07 (2-25-08)

Figure 3.10-2
Existing Water-Related Recreational Opportunities

3.10.2.2.1 Catalina Express

Located at Berth 96 is Catalina Express, a ferry company that serves customers traveling to Catalina Island off the coast of California. Island Express Helicopters provides aerial tours and shuttles visitors between the Port and Catalina Island. Catalina Express operates four to six vessels ranging from 95 to 145 feet; the terminal runs four daily trips to Catalina on weekdays and nine daily trips on Saturdays and Sundays (Chase pers. comm. b). Catalina Express is generally busiest in the spring and summer months, especially on weekends, and slowest in the winter months of October through December. During winter months, Catalina Express operates two boats each with a capacity of 250 persons, and usually carries 100 cars per day. The average length of stay for a visitor on Catalina Island is 3 days at any time of the year, and usually the busiest days of the week are Friday through Monday at any time of the year. (Chase pers. comm. a.)

3.10.2.2.2 S.S. Lane Victory

The S.S. Lane Victory is located at Berth 94 near the World Cruise Terminal. The S.S. Lane Victory is designated as a National Historic Landmark, and is one of the few remaining World War II cargo vessels that carried materials of war to the Armed Forces in World War II, Korea, and Vietnam. Owned and operated by the Merchant Marine Veterans of WW II, the S.S. Lane Victory is a 455-foot-long floating maritime museum ship that makes approximately six summer cruises to Catalina Island. The S.S. Lane Victory is normally opened to the general public everyday from 9:00 a.m. to 3:00 p.m. except when the ship is closed due to maintenance, security reasons, travel away from its normal berth, or private charter.

As part of the proposed Project, a new structure would be constructed in the North Harbor area to support the S.S. Lane Victory visitors' center, and the lease would be renewed for this operation. No changes to the operations are anticipated as part of the proposed Project. Figure 2-9 illustrates the relocated S.S. Lane Victory and its associated visitors' center.

3.10.2.2.3 Ralph J. Scott Fireboat

The Ralph J. Scott Fireboat is currently located on land behind Fire Station No. 112 in the Port of Los Angeles. It is listed on the National Register of Historic Places and is a National Landmark. Visitors are allowed to tour the historic fireboat in its present location. (Ralph J. Scott Fireboat Website 2007.)

3.10.2.2.4 L.A. Maritime Museum

The L.A. Maritime Museum is located in the 1941 Municipal Ferry Building, now on the National Historic Register, at the intersection of 6th Street and Sampson Way at

1 Berth 84. The museum is open Tuesday through Saturday from 10 a.m. to 5 p.m. and
2 on Sundays from 12 p.m. to 5 p.m. The L.A. Maritime Museum is home to a number
3 of resident and visiting exhibits related to the Port, the maritime community, and the
4 San Pedro community, and it houses the tugboat “Angels Gate” (LA Maritime
5 Museum 2007). Approximately 150,000 people a year visit the L.A. Maritime
6 Museum. When the Port hosts the Tall Ships Festival the number of patrons usually
7 doubles to 300,000 total visitors for the year (Trivelli pers. comm.).

8 **3.10.2.2.5 L.A. Maritime Institute**

9 The Los Angeles Maritime Institute (LAMI) is located at Berth 84 at the foot of 6th
10 Street. LAMI was founded in 1992 and is home of the TopSail Youth Program.
11 (L.A. Maritime Institute 2003.) This program uses sail training to provide the youth
12 of southern California with real-life challenges that develop knowledge, skills, and
13 attitudes needed to live healthy, productive lives (L.A. Maritime Institute 2003). With
14 a current full-time staff of only four (two administrative and two licensed captains),
15 LAMI utilizes the skills and enthusiasm of several hundred volunteers to sail and
16 maintain its tall ships and support its programs (L.A. Maritime Institute 2003).
17 During the 2001–2002 school year, the TopSail Youth Program provided over 5,000
18 youth sailing days to 67 different schools and youth organizations. During that year,
19 volunteers logged over 48,000 job specific hours (the equivalent of about 24 full-time
20 employees) (L.A. Maritime Institute 2003).

21 The existing facilities of LAMI include a total building and enclosed outdoor work
22 yard of 5,491.5 square feet. This includes education classrooms, boardrooms,
23 offices, a maintenance shop, a kitchen, and storage rooms. It includes 3,394 square
24 feet of indoor space and 1,700 square feet of outdoor space. Vessel berths include
25 one 136-foot-long berth, two 118-foot-long berths, and one 95-foot-long berth.
26 Existing parking is within close proximity to the LAMI facilities and includes 25
27 parking spaces for day visitors, and 30 parking spaces for overnight visitors. (Ricola
28 pers. comm.).

29 **3.10.2.2.6 Cabrillo Marine Aquarium**

30 The Cabrillo Marine Aquarium is located at 3720 Stephen M. White Drive in San
31 Pedro. The aquarium is part of the Cabrillo Beach Recreational Complex, which is
32 spread over 370 acres (Wilson & Company 2007). The aquarium is meant to provide
33 education, recreation, and research to visitors to promote knowledge, appreciation,
34 and conservation of the marine life of southern California. It has provided
35 educational and research opportunities for over 70 years, and is a facility owned and
36 operated by the City of Los Angeles Department of Recreation and Parks. The
37 aquarium offers a number of student-oriented opportunities including sea search
38 marine biology workshops, a marine research library, an exploration center, aquatic
39 nursery, and aquarium tours. Visitors to the aquarium may also visit and participate
40 in educational activities involving the salt marsh, which is approximately 750 feet
41 north of the aquarium. (Cabrillo Marine Aquarium Website 2007.)

1 It is estimated that several thousand people visit the facilities at Cabrillo Beach
2 Recreational Complex each week, with more aquarium visitations occurring during
3 school months (Wilson & Company 2007). The most recent year that onsite
4 attendance was recorded was in 1999 with an annual attendance of 281,874, which is
5 an average of 772 people visiting the aquarium per day. However, in 1999 it was
6 estimated that attendance would increase to 341,874 or greater (City of Los Angeles
7 2000). This would be an average of 937 visitors per day. Therefore, it is likely that
8 the museum currently receives approximately 940 visitors or greater per day.

9 **3.10.2.2.7 Inner/Outer Cabrillo Beach**

10 Cabrillo Beach, part of the larger Cabrillo Beach Recreational Complex, is a public
11 beach located at the end of Stephen M. White Drive in San Pedro (San Pedro
12 Chamber of Commerce 2007). The beach has a unique configuration that gives it
13 two distinct sides: the harbor side to the north (Inner Cabrillo Beach) and the ocean
14 side to the south (Outer Cabrillo Beach). It is estimated that several thousand people
15 visit the facilities at Cabrillo Beach Recreational Complex each week, with more
16 beach visitations occurring during summer months. Recreational opportunities
17 include swimming, picnicking, volleyball, surfing, windsurfing, kite surfing (Outer
18 Beach), scuba diving (Outer Beach), whale watching (Outer Beach), and fishing at
19 the pier. Shoshonean Road runs to the west of the Inner Beach. The Inner Beach is
20 within immediate proximity of the Cabrillo Beach Youth Camp, and the Cabrillo
21 Beach boat launch ramp. The Inner Beach traditionally has poor water quality, which
22 has primarily been attributed to birds and poor water circulation. The Outer Beach is
23 not protected by the harbor breakwater and faces the Pacific Ocean. (Wilson &
24 Company 2007.)

25 **3.10.2.2.8 Cabrillo Beach Youth Camp**

26 The Cabrillo Beach Youth Camp is located at 3000 Shoshonean Road. It is a non-
27 profit, youth-oriented facility that serves as an aquatic center, providing unique
28 aquatics and camping experiences for youth groups by exposing them to water safety,
29 rescue methods, care and use of equipment, and physical fitness (Cabrillo Beach
30 Youth Waterfront Sports Center 2007). The facility is also made available for other
31 uses such as conferences and retreats when youth activities are not being held. The
32 facility is 12.3 acres and includes a pool, sandy camping areas surrounding the
33 facility, a strip of beach to the east of the facility, waterfront access, a pier, and
34 floating dock. The facility building is 25,000 square feet. The strip of beach to the
35 east of the facility is less than 50 feet wide from the grass to the water line (not
36 accounting for the maximum low tide or the maximum high tide). (Cabrillo Beach
37 Youth Waterfront Sports Center 2007.)

38 The facility has two seasons. On-season occurs from April to October, and off-
39 season occurs from November through March. During the on-season, facilities are
40 open from 8:30 a.m. to 5 p.m. Monday through Thursday, as well as a full 48 hours
41 on the weekends. The facility offers events and classes (day and night), as well as

1 camping during the entire weekend. Campers generally begin arriving at 4 p.m. on
2 Fridays during the on-season. Campers stay on sand around the facility and use the
3 strip of beach to the east of the facility. An average, on-season weekend can have
4 190 campers. The weekends are not always booked for camping; however,
5 campgrounds can be full when youth organizations (YMCA, Boy Scouts, etc.) use
6 the facility. During July and August, the strip of beach at the facility is used every
7 day. During the off-season, the facility is open from 8:30 a.m. to 5 p.m. Mondays
8 through Fridays and 10 a.m. to 3 p.m. on Saturdays. Events and classes (day and
9 night) are offered, but there is no camping.

10 **3.10.2.2.9 Recreational Fishing**

11 Recreational fishing is an important activity within the Los Angeles Outer Harbor
12 area and San Pedro Bay. Fishing occurs most frequently on the fishing pier in Point
13 Fermin Park along the San Pedro breakwater near the Los Angeles side of the Middle
14 Breakwater, and offshore.

15 Offshore sportfishing and charter opportunities are available through the Los Angeles
16 Harbor Sportfishing, located at Berth 79, and the 22nd Street Landing. The 22nd Street
17 Landing is the major commercial sportfishing facility, offering year-round services
18 and operating with a fleet of eight vessels (22nd Street Landing Home Page 2007).
19 Los Angeles Harbor Sportfishing offers a variety of deep-sea and barge fishing
20 opportunities (SanPedro.com 2007). Warm-weather conditions and the summer
21 months represent the peak periods for barge fishing and are associated with near-
22 capacity conditions (SanPedro.com 2005).

23 **3.10.2.2.10 Chartered Harbor Cruises**

24 Year-round, chartered harbor cruises, usually lasting about an hour to an hour and a
25 half, provide passengers with a waterside view of activities at the Port. These cruises
26 are available through Spirit Cruises and Fiesta Harbor Cruises, which operate out of
27 Berths 77 and 79.

28 Through the school boat-tour program, LAHD provides ongoing free educational
29 boat tours to fifth-grade students in the Los Angeles Unified School District that
30 allow them to get a glimpse of the activities that occur in a working port. In 2005,
31 more than 6,600 students took advantage of this unique experience.

32 During World Trade Week, which occurs annually in the month of May, fully
33 narrated, hour-long boat tours are provided free of charge during the weekend from
34 10 a.m. to 6:00 p.m. The charter boats depart from Berths 77 and 79 in San Pedro
35 and from Banning's Landing in Wilmington.

36 Whale watching tours are also offered during the annual migration of the Pacific gray
37 whale from December to March.

3.10.2.2.11 Recreational Boating and Special Boating Events

A primary recreational activity occurring both offshore and in the waters of the Los Angeles Harbor is recreational boating. Power boating and sailing occur year-round; however, the peak season for pleasure boating is generally during the summer, especially the summer weekends, with peak times occurring weekly at 6 p.m. on Saturday and Sunday. Off peak season for recreational vessels is from October to May with peak weekly times occurring at 6 p.m. on Saturdays and Sundays (Welsh pers. comm. 2008). During the peak season (i.e. summer), approximately 35 to 40 recreational vessels use the harbor area at peak times, while during the off peak season (i.e. October to May) approximately three to four recreational vessels use the harbor area during peak times (Welsh pers. comm. 2008). Pleasure boats frequently travel the area between the Ports of Long Beach and Los Angeles. Boaters depart and return using the Cabrillo public boat ramp located at Cabrillo Beach, as well as the marinas within the Port.

Many of the marinas in the Port provide utility and live-aboard services and are occupied by marine supply and maintenance facilities. The following marina facilities are located within the proposed project area (The Log in LAHD 2007):

- **Holiday Harbor—Cabrillo Marina.** Berth 34. Slips: 300. Live-aboard slips (currently filled). Guest slips. Length: 22–70 feet.
- **San Pedro Marina.** Berth 80. Slips: 80 (currently filled).
- **Cabrillo Beach Yacht Club.** Berth 35. Slips: 157.
- **Cabrillo Yacht Marina.** Slips: 885. Live-aboard and guest slips. Length: 25–80 feet.
- **Cabrillo Way Marina.** Slips 650. Length: 20–25 feet; end ties available.

Many of the marinas in the Port provide utility and live-aboard services and are occupied by marine supply and maintenance facilities. The following marina facilities are located outside the proposed project area but within the proposed project vicinity (LAHD 2007):

- **Al Larson Marina.** Slips: 128. Live-aboard slips: full. Guest slips: open. Length: 25–55 feet.
- **California Yacht Marina.** Berth 202 #36. Slips: 266. Live-aboard and guest slips when available. Length: 25–110 feet.
- **Cerritos Yacht Anchorage.** Berth 205-C. Slips: 90. Live-aboard slips: 10. Guest slips: 4. Length: 16–43 feet.
- **Colonial Yacht Anchorage.** Berth 204. Slips: 135. Length: 20-80 feet
- **Holiday Harbor Marina.** Berth 201. Slips: 169. Live-aboard and guest slips when available. Moorings. Length: 25–48 feet; side ties.
- **Island Yacht Anchorage #1 and #2.** Berth 205-D. Slips: 216 Length: 25–60 feet.

- 1 ■ **Leeward Bay.** Slips: 190. Live-aboard slips. Length: 20–50 feet.
- 2 ■ **Lighthouse Yacht Landing.** Berth 205-B. Slips: 70. Live-aboard and guest
- 3 slips when available. Length: 26–53 feet.
- 4 ■ **Newmarks Yacht Centre.** Berth 204. Slips: 250. End ties: 100+ feet.
- 5 Length: 25–100 feet.
- 6 ■ **Pacific Yacht Landing.** Berth 203. Slips: 178. Live-aboard slips: 25. Length:
- 7 20–50 feet.
- 8 ■ **Yacht Haven Marina.** Berth 202. Slips: 163. Live-aboard slips: 20. Length:
- 9 30–65 feet.

10 Several boating organizations represent and sponsor activities such as regattas, day
11 sailing events, powerboat cruising, and offshore powerboat racing. A number of
12 yacht clubs sponsor races in San Pedro Bay. Races may consist of either single
13 events or a series of races on 1 or more days. Many races start and finish completely
14 within the harbor, although some—e.g., races around Catalina or Santa Barbara
15 Islands—pass in and out of Angels Gate. Events such as the Los Angeles to Cabo
16 San Lucas regatta, Wet Wednesdays, and Mid-Winter Regatta use San Pedro Bay at
17 the Middle Breakwater for a *staging area*. A staging area is used as the start and
18 finish line of a regatta or as a point of departure for day sailing or weekend
19 excursions. Regattas are typically accompanied by official boats and spectator boats.

20 The Outer Harbor is also used for special boating events, and both the Inner and
21 Outer Harbors are used as staging and course areas by several yacht clubs for
22 opening day boat parades and special activities. These activities attract an estimated
23 40 to 75 boats per event from each yacht club. Opening day activities and boat
24 parades typically occur on a weekend in March or April. (LAHD 2007.)

25 Currently, all recreational vessels must abide by the international and federal security
26 and maritime regulations enforced by the USCG (see Section 3.7 Hazards and
27 Hazardous Materials for additional information regarding international and federal
28 security regulations). Per these regulations, an approximately 100 yard (300 foot)
29 security zone is implemented for all in transit and docked cargo and cruise ships
30 (Gooding pers. comm. 2008). As cargo and cruise ships enter the harbor through
31 Angels Gate, the security zone would be in effect, and any recreational vessel that
32 inadvertently is within the security zone of a cargo or cruise ship as it passes must
33 wait until the cargo and/or cruise ships move out of the area before continuing along
34 their route (Gooding pers. comm. 2008). Recreational vessels currently experience
35 on average a 15 minute delay if they are within the security zone of a cargo or cruise
36 vessel in transit. The current frequency of this delay to recreational vessels is
37 unknown.

3.10.3 Applicable Regulations

3.10.3.1 California Coastal Act of 1979 (as amended January 2006)

This act identifies a number of policies pertaining to recreation, including the following:

Section 30220. Coastal areas suited for water-oriented recreational activities that cannot be readily provided at inland water areas shall be protected for such uses.

3.10.3.2 City of Los Angeles General Plan and Port of Los Angeles Plan

The General Plan comprises park- and recreation-related goals, objectives, and policies that are applicable to the proposed Project. The overall goal of the Open Space and Conservation section of the General Plan is to achieve "...an integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses" (City of Los Angeles 1996).

The Port of Los Angeles Plan identifies programs to ensure the continued development and operation of the Port. It includes the following program relevant to recreation:

- Development of a public recreational complex, including improvement of existing facilities, a new marina, youth facilities, public park, and camping facilities in the West Channel/Cabrillo Beach area.

Additionally, the Port of Los Angeles Plan includes the following policy regarding recreation:

- Marina, marina-related facilities, and recreational boating facility projects, to the extent feasible, shall be designed and located so as not to interfere with the harbor-related needs of the commercial fishing industry or of vessels engaged in waterborne commerce, transportation, or services. (POLA 1982.)

3.10.3.3 Port Master Plan

Written to guide development within the Port, the PMP was certified in 1979, and was most recently revised in July 2002. The PMP was certified by the CCC and approved by the Board of Harbor Commissioners. The PMP preceded the Port Plan, and divides the Port into nine individual Planning Areas (PAs). The proposed project

1 site is located within PA 1 (West Channel/Cabrillo Beach), PA 2 (West Bank) and a
2 portion of the proposed project site is located within PA 3 (West Turning Basin).

3 The PMP identifies several recreational regulations and guidelines for the
4 development of projects, including the following:

- 5 ■ Marina, marina-related facilities, and recreational boating facility projects, to the
6 extent feasible, shall be designed and located so as not to interfere with the
7 harbor land and water needs of the commercial fishing industry or the needs of
8 vessels engaged in waterborne commerce, transportation, or services in harbor
9 waters or on harbor lands.
- 10 ■ In designing and constructing facilities in upland and waterfront areas for public
11 recreation, including boating facilities and marinas, adequate public access shall
12 be provided.
- 13 ■ Facilities for public recreation including boating facilities and marinas, when
14 feasible and practicable, shall be distributed and located in available areas of the
15 harbor district to avoid overcrowding and/or over use of individual areas.
- 16 ■ Coastal Areas and waters in the Harbor Districts suitable for water-oriented
17 recreational activities shall be protected for such uses where they do not interfere
18 with commercial or hazardous operations or activities.

19 The PMP defines *recreation* as uses that “include water-oriented parks, marinas, and
20 related facilities, small craft launching ramps, museums, youth camping and water-
21 oriented facilities, public beaches, public fishing piers, and sportfishing.”

22 Under the short-term plans for PA 1, the PMP designates this area for primarily
23 maritime-oriented recreational uses that may include a public beach, a recreational
24 park, a youth camping facility, and marina development. For the long-range of
25 preferred uses for PA 1, the PMP identifies that no land use changes would occur,
26 and preference would continue to be given to public recreation and recreational
27 boating facilities.

28 Under the short-term plans for PA 2, the PMP designates this area to be devoted to
29 recreational uses, as well as commercial, restaurant, and tourist-oriented facilities.
30 Additionally, this area would support general cargo and dry and liquid bulk
31 terminals. The long-range plans for PA 2 include the relocation of hazardous and
32 potentially incompatible cargo operations to Terminal Island and its proposed
33 southern extension. The development would then focus primarily on commercial,
34 recreational, commercial fishing, and nonhazardous cargo and support activities.

35 Under the short-term plan for PA 3, this area would be oriented toward cargo
36 handling heavy industrial and commercial land uses. Key activities would include a
37 major general cargo terminal, a marine oil terminal, commercial air and sea service to
38 Catalina Island, and a floating restaurant. The long-range plans for PA 3 include
39 phasing out the marine oil terminal so the area could become available for
40 commercial shipping or other industrial uses. Otherwise, the long-range preferred
41 uses would remain unchanged from those in the short-term plans.

3.10.3.4 San Pedro Community Plan

Although the proposed Project would be outside the San Pedro Community Plan planning area, the proposed Project would share a common boundary with the Community Plan area (Harbor Boulevard). In the San Pedro Community Plan, public parks and recreational areas are managed by the City of Los Angeles Recreation and Parks Department. As defined in the San Pedro Community Plan, there are three types of parks: regional parks, community parks, and neighborhood parks. The community parks serve a much wider interest range than those of a neighborhood site and satisfy the needs of the existing population.

Recreation and park facilities and open space goals and policies are outlined in the San Pedro Community Plan; however, no goals and policies are pertinent or relate directly to the proposed Project.

3.10.4 Impacts and Mitigation Measures

3.10.4.1 Methodology

Per the City of Los Angeles CEQA guidelines (2006), potential recreational impacts of a proposed Project are to be evaluated using the net population increase resulting from the proposed Project and identification of the recreational facilities that would be used by proposed project residents. However, development of the proposed Project would not result in any net population increase and, therefore, would not result in any impact on the demand for recreation and parks. As explained in Chapter 7, "Socioeconomics," the proposed Project would not induce growth or population migration. Short-term construction employees, as well as long-term employees at Ports O'Call and the cruise ship terminals, would be drawn from the existing local labor pool within the greater Los Angeles area. The proposed Project would not result in impacts to recreation and park services associated with increases in population on the surrounding communities, including the cities of Wilmington and San Pedro, because no increase in population would occur. Therefore, the proposed Project would not use net population or demand for recreational services as part of the methodology to evaluate the impact to recreational resources.

As an alternative, impacts to existing recreational opportunities from construction and operation of the proposed Project are evaluated qualitatively. Thus, the impact of the proposed Project was evaluated by comparing the baseline conditions to the anticipated proposed project effects. Analysis includes adverse impacts resulting from construction as well as beneficial effects on the quality of the recreational resources that would be enhanced by the proposed Project. All beneficial and adverse impacts are discussed for each resource.

3.10.4.2 Thresholds of Significance

The determination of significance for recreational impacts in the *L. A. CEQA Thresholds Guide* (City of Los Angeles 2006) is typically implemented for projects that would result in a potential net population increase as well as for projects that would require the construction or expansion of recreational facilities that might have a physical effect on the environment. The proposed Project does not include an increase in net population, nor would it require the construction or expansion of recreational facilities. However, because many of the project elements incorporate and affect recreational activities, impacts to recreational resources are analyzed. The threshold for recreation and parks impacts included in the *L.A. CEQA Thresholds Guide* (see Section K.4 Recreation and Parks, Threshold XIV.a) was adapted to determine significant impacts to recreational resources resulting from the proposed Project.

Environmental impacts resulting from construction or expansion of recreational resources as part of the proposed Project and alternatives are discussed throughout Chapter 3 of this EIR/EIS in the relevant resource areas. The following threshold is used to determine significance for recreation.

REC-1: A project would have a significant impact on recreational resources if it would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.

3.10.4.3 Impacts and Mitigation

3.10.4.3.1 Proposed Project

The proposed Project would add 29.4 acres of open space and parkland to the existing parkland of San Pedro with the San Pedro Park, the Outer Harbor Park, the Town Square and Downtown Civic Fountain, and Fishermen's Park.

One of the key features of the proposed Project is to provide enhanced public access to the waterfront. Pedestrian and bicycle access to the San Pedro Waterfront is an important element that has been discussed in many forums in recent years. A number of non-vehicular access principles were incorporated to maximize the opportunity to access the waterfront in numerous locations by foot or bicycle. These principles are applied in the proposed Project and all alternatives.

The proposed Project and alternatives incorporate the following principles:

- A continuous promenade. The promenade primarily will be along the water's edge except in areas where loading vessels or other maritime activity make pedestrian access unsafe.
- A continuous bike path through the project area.

- 1 ■ Connections to the California Coastal Trail.
- 2 ■ A connection to the L.A. Harbor View Trail, west of Harbor Boulevard at
- 3 Swinford Street.
- 4 ■ Enticing and attractive access ways from downtown San Pedro and residential
- 5 areas to provide pedestrian access over the bluff and downtown to the waterfront.
- 6 ■ Signage and hardscape treatment that clearly identifies pedestrian and pedestrian
- 7 access to the waterfront

8 The proposed Project would provide waterfront access via the waterfront promenade,
 9 extending from the northernmost end of the proposed project area at the Vincent
 10 Thomas Bridge down to Cabrillo Beach. The proposed Project's waterfront
 11 promenade would connect to sections of the existing Cabrillo Marina that was
 12 constructed about 20 years ago, and the Cabrillo Way Marina Project, which was
 13 approved in November 2003 and is scheduled to begin construction in November
 14 2008, with completion anticipated in October 2010.

15 Additionally, three new harbors would be created: the Downtown Harbor, North
 16 Harbor, and 7th Street Harbor. All of these would be used for recreational
 17 opportunities and to bring the public closer to the waterfront. These new harbors
 18 would provide an increase of 6.82 acres of open water for recreational purposes.

19 Tables 3.10-1 and 3.10-2 summarize the respective land-related and water-related
 20 recreational opportunities that would be provided by the proposed Project.

21 **Table 3.10-1.** Proposed Project Land-Related Recreational Opportunities

<i>Recreational Resource</i>	<i>Description</i>	<i>Proposed Acreage</i>
Parks West of Harbor Boulevard	Parks outside of the immediate proposed Project would not be changed by the proposed Project.	N/A
Bike Paths	The bike path network through the proposed project site would not be changed by the proposed Project.	N/A
California Coastal Trail (CCT)	The CCT through the proposed project site would be enhanced with wide promenades, providing pedestrians and bicyclists enhanced access to the waterfront.	N/A
John S. Gibson Jr. Park	The proposed Project would maintain the existing memorials and enhance surroundings with improved landscaping, lighting, and interpretive elements of the existing John S. Gibson Jr. Park at the foot of 6 th Street.	1.61 acres
Town Square and Downtown Civic Fountain	Located at the end of 6 th Street, the Town Square would incorporate a portion of the downtown promenade. The Downtown Civic Fountain would be included in the Town Square and would incorporate an interactive feature.	Approximately 0.76 acres
Bloch Field	Bloch Field would not be changed by the proposed Project.	Approximately 2.5 acres

<i>Recreational Resource</i>	<i>Description</i>	<i>Proposed Acreage</i>
Fishermen's Park	Located at the south end of Ports O'Call, Fishermen's Park would be landscaped and provide hardscape elements.	Approximately 3 acres
Outer Harbor Park	The proposed Outer Harbor Park would be near the proposed Outer Harbor Cruise Terminal. Amenities would include landscaped open space and hardscape elements such as plazas, walkways, lighting, and benches. The promenade would extend through the park along the waterfront, and may be elevated above the proposed cruise terminals.	Approximately 6 acres
San Pedro Park	The proposed San Pedro Park would be located north of 22 nd Street, south of Crescent Avenue, west of Sampson Way, and would be bisected by Miner Street. The proposed Project would expand upon the park that was previously approved under the Waterfront Enhancements Project and would contain landscaping and hardscape consistent with the 22 nd Street Park elements identified in the Waterfront Enhancements Project. The proposed park would include a public amphitheater that could accommodate up to 3,000 people for special events expected to occur several times a year.	Approximately 18 acres
Waterfront Red Car Line Expansion	The Waterfront Red Car Line would be expanded to include four extensions: 1) Sampson Way from Swinford Street to 22 nd Street, 2) 22 nd Street to Cabrillo Beach, 3) 22 nd Street to Outer Harbor Cruise Terminal, and 4) Sampson Way to City Dock No. 1.	N/A

1

2 **Table 3.10-2.** Proposed Project Water-Related Recreational Opportunities

<i>Recreational Resource</i>	<i>Description</i>	<i>Proposed Acreage</i>
Catalina Express	The Catalina Express terminal would relocate from Berth 96 to Berth 94, the former location of the S.S. Lane Victory.	N/A
S.S. Lane Victory	The S.S. Lane Victory would relocate from Berth 94 to the North Harbor.	N/A
Ralph J. Scott Fireboat Museum	The Ralph J. Scott Fireboat Museum would consist of a 10,000-square-foot structure built on the south side of the existing Fire Station No. 112.	N/A
Waterfront Promenade	The waterfront promenade would be 30-feet-wide and would include a boardwalk, railing, lighting, pedestrian signage, landscaping, and seating. The promenade components would further develop the CCT along the San Pedro Waterfront, providing signage and linking open spaces and points of interest. The locations of the promenade as part of the proposed Project include the North Harbor, Downtown Harbor, 7 th Street Harbor, Ports O'Call, SP Slip, City Dock No. 1, salt marsh/youth camp, salt marsh, and the Outer Harbor. However, the new promenade and docks would facilitate existing water uses (i.e., sportfishing, harbor tours, etc), and add new transient boating opportunities.	N/A

<i>Recreational Resource</i>	<i>Description</i>	<i>Proposed Acreage</i>
North Harbor Cut	The North Harbor cut would accommodate the Crowley and Millennium tugboats as well as visiting historic and naval vessels.	5.70 acre water cut
LA Maritime Museum	The LA Maritime Museum would remain in its present location.	N/A
L.A. Maritime Institute	The L.A. Maritime Institute would move into the existing Crowley Building.	N/A
Downtown Harbor Cut	Downtown Harbor cut would accommodate the L.A. Maritime Institute TopSail Youth Program vessels as well as visiting ships.	1.90 acre water cut
7 th Street Pier & 7 th Street Harbor	The proposed Project would include a water cut for visiting vessels and a public dock for short-term berthing near the L.A. Maritime Museum.	0.36 acre water cut
Cabrillo Marine Aquarium	The Cabrillo Marine Aquarium would benefit from enhanced access via the waterfront promenade and the Waterfront Red Car Line extension.	N/A
Cabrillo Beach	Cabrillo Beach would benefit from enhanced access via the waterfront promenade and the Waterfront Red Car Line extension.	N/A
Cabrillo Beach Youth Camp	The Cabrillo Beach Youth Camp would benefit from enhanced access via the waterfront promenade and the Waterfront Red Car Line extension.	N/A
Recreational Fishing, Boating, and Special Boating Events	Recreational fishing, recreational boating, and special boating events would benefit from enhanced access to the waterfront.	N/A

1

2 **Table 3.10-3.** Proposed Project Construction Activity and Affected Land-Related Resources

<i>Construction Activity</i>	<i>Construction Dates</i>	<i>Recreational Resources Affected</i>
Downtown Harbor Water Cut and Promenade	June 2009 – December 2010	CCT, John S. Gibson Jr. Park, Waterfront Red Car Line
7 th Street Water Cut	June 2009 – December 2010	CCT, John S. Gibson Jr. Park, Waterfront Red Car Line
Town Square and Downtown Civic Fountain	August 2010 – December 2012	CCT, John S. Gibson Jr. Park, Waterfront Red Car Line
Crowley Building	October 2010 – October 2012	CCT, Waterfront Red Car Line
Harbor Blvd/Sampson Way realignment	August 2010 – February 2012	CCT, Bike Lanes, Bloch Field, John S. Gibson Jr. Park, Waterfront Red Car Line
John S. Gibson Jr. Park	August 2010 – February 2012	John S. Gibson Jr. Park

Ports O'Call Promenade	June 2010 – June 2012	CCT, Bike Lanes, Bloch Field, Waterfront Red Car Line
Salinas de San Pedro Salt Marsh Promenade	January 2013 – June 2014	CCT
Waterfront Red Car Maintenance Facility	January 2010 – January 2011	CCT, Bloch Field, Waterfront Red Car Line
Waterfront Red Car Line Extension – Cabrillo Beach	December 2010 – May 2013	CCT
Expanded 22 nd Street Park	December 2010 – December 2012	CCT, Bloch Field, Waterfront Red Car Line
North Harbor Water Cut and Promenade	December 2012 – December 2014	CCT, Waterfront Red Car Line

1

2 **Table 3.10-4.** Proposed Project Construction Activity and Affected Water-Related Resources

<i>Construction Activity</i>	<i>Construction Dates</i>	<i>Recreational Resources Affected</i>
Downtown Harbor Water Cut	June 2009 – December 2010	Ralph J. Scott Fireboat Museum, Los Angeles Maritime Museum, Los Angeles Maritime Institute, recreational fishing, recreational boating, special boating events
7 th Street Water Cut	June 2009 – December 2010	Los Angeles Maritime Museum, Los Angeles Maritime Institute, recreational fishing, recreational boating, special boating events
Town Square and Downtown Civic Fountain	August 2010 – December 2012	Los Angeles Maritime Museum, Los Angeles Maritime Institute
Crowley Building	October 2010 – October 2012	Ralph J. Scott Fireboat Museum
Harbor Blvd/Sampson Way realignment	August 2010 – February 2012	Ralph J. Scott Fireboat Museum, Los Angeles Maritime Museum, Los Angeles Maritime Institute
City Dock #1 Promenade	November 2010 – November 2012	recreational fishing, recreational boating, special boating events
Waterfront Red Car Line Extension – Outer Harbor Terminal	December 2010 – December 2011	recreational fishing, recreational boating, special boating events
Outer Harbor Cruise Terminal, Park, and Promenade	December 2010 – December 2012	recreational fishing, recreational boating, special boating events
Ports O'Call Promenade	June 2010 – June 2012	recreational fishing, recreational boating, special boating events
Salinas de San Pedro Salt Marsh Promenade	January 2013 – June 2014	Cabrillo Marine Aquarium, Cabrillo Beach, Cabrillo Beach Youth Camp, recreational fishing, recreational boating, special boating events

<i>Construction Activity</i>	<i>Construction Dates</i>	<i>Recreational Resources Affected</i>
Waterfront Red Car Line Extension – Cabrillo Beach	December 2010 – May 2013	Cabrillo Marine Aquarium, Cabrillo Beach, Cabrillo Beach Youth Camp, recreational fishing, recreational boating, special boating events
North Harbor Water Cut and Promenade	December 2012 – December 2014	Ralph J. Scott Fireboat Museum, recreational fishing, recreational boating, special boating events
Ports O’Call Development	January 2009 – July 2014	recreational fishing, recreational boating, special boating events

1

2

3

4

5

Impact REC-1a: Construction of the proposed Project would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.

6

Construction Impacts to Existing On-Land Recreational Opportunities

7

Parks West of Harbor Boulevard

8

9

10

11

12

13

14

15

16

17

18

19

20

Construction of the proposed Project would not impact any of the existing local or regional parks west of Harbor Boulevard that are discussed in Section 3.10.2.1. The construction of the proposed Project would remain along the San Pedro Waterfront and would not involve any of the on-land recreational opportunities west of Harbor Boulevard. Furthermore, visitors who are destined to the Port area and are unable to use the recreational facilities in the immediate vicinity of the Port as a result of construction activities are unlikely to use these parks as substitutes because they do not offer similar recreational opportunities to those offered by the Port. Thus, the possibility that these parks would experience overcrowding as a result of recreational opportunities being unavailable at the Port is significantly diminished. Therefore, construction of the proposed Project would not result in a substantial loss or diminished quality of the recreational resources offered by the parks west of Harbor Boulevard through either direct or indirect means.

21

Bike Lanes

22

23

24

25

Less than 5 miles of bike lanes on North Harbor Boulevard from Vincent Thomas Bridge to South Crescent Avenue would be significantly impacted by construction activities of the proposed Project. Construction activities specifically impacting the bike lanes along this route are described in Table 3.10-5.

26

Table 3.10-5. Proposed Project Bike Lane Construction Impacts

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Downtown Harbor Water Cut	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
7 th Street Water Cut and 7 th Street Pier	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Harbor Blvd/Sampson Way Realignment	Bicycle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to bike path
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Ports O'Call Promenade	Bicycle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to bike path
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
North Harbor Water Cut	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders

1
2 This construction would generally be located within 500 feet of the bike lanes on
3 North Harbor Boulevard, and as a result would impede access to the bike lanes due to
4 the placement of construction staging areas and construction vehicle traffic.
5 Stretches of the bike lanes on Harbor Boulevard from Vincent Thomas Bridge to
6 South Crescent Avenue would be closed for extended periods of time during
7 construction. Additionally, construction noise would further diminish the
8 recreational enjoyment of the bike lanes. Although temporary, significant adverse
9 impacts would occur as a result of these construction activities and bike lane
10 closures.

11 **California Coastal Trail (CCT)**

12 Numerous construction activities of the proposed Project would result in adverse
13 impacts to the CCT, thereby diminishing and impeding recreational enjoyment of the
14 CCT. Construction activities that would specifically impact the CCT in the
15 immediate vicinity of the proposed Project are described in Table 3.10-6.

16 **Table 3.10-6. Proposed Project CCT Construction Impacts**

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Downtown Harbor Water Cut and Promenade	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
7 th Street Water Cut	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Town Square/Downtown Civic Fountain	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Crowley Building	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Harbor Blvd/Sampson Way Realignment	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Ports O'Call Promenade	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Salt Marsh Promenade	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Waterfront Red Car Maintenance Facility	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Waterfront Red Car Line Extension – Cabrillo Beach	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
San Pedro Park	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
North Harbor Water Cut and Promenade	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders

1

2

3

4

5

6

7

8

These construction activities would generally occur within 1,000 feet of the CCT and would be expected to impede access as a result of the placement of construction staging areas and the movement of construction equipment, causing significant stretches of the CCT to be inaccessible at any given time. Additionally, the recreational enjoyment of the CCT would be diminished as a result of construction noise. Although temporary, significant adverse impacts would occur as a result of these construction activities.

9

John S. Gibson Jr. Park

10

11

12

13

14

15

16

17

18

19

20

21

Construction of the proposed Project would significantly impact the John S. Gibson Jr. Park. The park itself would receive upgrades of existing landscaping, lighting, and interpretive elements. Approximately 5,200 cubic yards of cut soil would be removed, while the existing memorials within the park would remain undisturbed and protected throughout the park upgrades. These upgrades would take place in Phase I of the proposed project construction and would occur between August 2010 and February 2012. During the construction of these elements the park would be open and available to the public, although pedestrian access to some areas of the park would be impeded and the recreational enjoyment of the park would be diminished as a result of construction noise from these activities. Additional construction activities unrelated to park upgrades would also impact the park. These activities are described in Table 3.10-7.

22

Table 3.10-7. Proposed Project John S. Gibson Jr. Park Construction Impacts

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
John S. Gibson Jr. Park Upgrades	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Downtown Harbor Water Cut and Promenade	Parking	Construction staging areas and construction activity would prevent reduce or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
7 th Street Water Cut	Parking	Construction staging areas and construction activity would prevent reduce or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Town Square and Downtown Civic Fountain	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Harbor Blvd/Sampson Way Realignment	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders

1

2

3

4

5

6

7

8

Construction activities would generally occur within 500 feet of the park and would impede parking, vehicle access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Additionally, the recreational enjoyment of the CCT would be diminished as a result of construction noise. Although temporary, significant adverse impacts would occur as a result of the upgrades to the park itself as well as construction activities in the near vicinity of the park.

Bloch Field

Several construction activities of the proposed Project would result in adverse impacts to Bloch Field, diminishing and impeding recreational enjoyment of the recreational park. Construction activities that would specifically impact Bloch Field are described in Table 3.10-8.

Table 3.10-8. Proposed Project Bloch Field Construction Impacts

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Harbor Blvd/Sampson Way Realignment	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
Ports O'Call Promenade	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
San Pedro Park	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders

These construction activities would generally occur within 1,000 feet of the park and would be expected to impede parking, vehicle access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Additionally, the recreational enjoyment of the park would be diminished as a result of construction noise. Although temporary, significant adverse impacts would occur as a result of construction activities in the near vicinity of the park.

Waterfront Red Car Line

Construction of the Waterfront Red Car Line as part of the proposed Project would include the addition of new extensions to City Dock #1, Outer Harbor Cruise Terminal, and Cabrillo Beach as well as the addition of new stations, a realignment of the existing line along Sampson Way, and upgrades of walkways and access ramps to ensure American Disability Act (ADA) compliance. During this construction, the existing Waterfront Red Car Line would be closed for extended periods of time. Construction to expand the Waterfront Red Car Line and upgrade the existing facilities would impact the existing service currently used by visitors, cruise ship

1 crew members, and passengers. For the periods that the Waterfront Red Car Line
 2 remains operational while construction is occurring in the near vicinity, the
 3 recreational enjoyment of the Waterfront Red Car Line would be further diminished
 4 as a result of impediments to pedestrian access and construction noise. Construction
 5 in the near vicinity of the existing Waterfront Red Car Line is described in Table
 6 3.10-9.
 7

8 **Table 3.10-9.** Proposed Project Waterfront Red Car Line Construction Impacts

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Downtown Harbor Water Cut and Promenade	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrians using the Waterfront Red Car Line
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
7 th Street Water Cut	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrians using the Waterfront Red Car Line
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Town Square and Downtown Civic Fountain	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrians using the Waterfront Red Car Line
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Crowley Building	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrians using the Waterfront Red Car Line
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Harbor Blvd/Sampson Way Realignment	Waterfront Red Car Access	The realignment of the Waterfront Red Car Line along Sampson Way, construction of new stations, and upgrading walkways and the Red Cars to ensure ADA compliance would result in the Waterfront Red Car Line being unavailable for public use for extended periods during construction
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrians using the Waterfront Red Car Line
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Ports O'Call Promenade	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Waterfront Red Car Maintenance Facility	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrians using the Waterfront Red Car Line
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
North Harbor Water Cut and Promenade	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrians using the Waterfront Red Car Line
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders

1

2

3

4

5

Although temporary, significant adverse impacts would occur as a result of construction activities to expand and upgrade existing Waterfront Red Car Line service as well as construction activities in the near vicinity of the existing Waterfront Red Car Line.

6

7

Construction Impacts to Existing Water-Related Recreational Opportunities

8

Catalina Express

9

10

11

12

13

14

15

The construction of the proposed Project would not impact Catalina Express. As part of the Berth 100 wharf extension, Catalina Express operations would be relocated south of the Vincent Thomas Bridge to Berth 94. Wharf upgrades at Berths 93D and 94 to accommodate the relocation would be minor and would include installing new floating docks. These wharves would be upgraded prior to the relocation of Catalina Express. Construction related to the proposed Project would not impact Catalina Express.

16

S. S. Lane Victory

17

18

19

20

21

Construction of the proposed Project would not impact the S.S. Lane Victory. The S.S. Lane Victory is currently located at Berth 94, which is outside of the construction footprint of the proposed Project. Therefore, the S.S. Lane Victory would not be impacted by the construction of the proposed Project and visitors to the historic vessel would not be subjected to construction activities.

22

Ralph J. Scott Fireboat Museum

23

24

25

26

Construction of the proposed Project would significantly impact the recreational experience of visitors to the Ralph J. Scott Fireboat Museum. The Ralph J. Scott Fireboat Museum, located behind Fire Station #112, would be subject to construction activities described in Table 3.10-10.

27

Table 3.10-10. Proposed Project Ralph J. Scott Fireboat Museum Construction Impacts

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Downtown Harbor Water Cut	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Crowley Building	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
Harbor Blvd/Sampson Way Realignment	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders
North Harbor Water Cut and Promenade	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders

1

2

3

4

5

These construction activities would generally occur within 1,000 feet of the Ralph J. Scott Fireboat Museum and would be expected to impede parking, vehicle access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Additionally, the recreational enjoyment

of the museum would be diminished as a result of construction noise. Although temporary, significant adverse impacts would occur as a result of construction activities in the near vicinity of the fireboat.

L.A. Maritime Museum

Construction of the proposed Project would temporarily but significantly impact the L.A. Maritime Museum. The L.A. Maritime Museum would continue to operate during all surrounding construction activities, which are described in Table 3.10-11.

Table 3.10-11. Proposed Project L.A. Maritime Museum Construction Impacts

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Downtown Harbor Water Cut	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
7 th Street Water Cut	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Town Square and Downtown Civic Fountain	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
Harbor Blvd/Sampson Way Realignment	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways

1 These construction activities would generally occur within 1,000 feet of the museum
 2 and would be expected to impede parking, vehicle access, and pedestrian access as a
 3 result of the placement of construction staging areas and the movement of
 4 construction equipment. Additionally, the recreational enjoyment of the museum
 5 would be diminished as a result of construction noise. Although temporary,
 6 significant adverse impacts would occur as a result of construction activities in the
 7 near vicinity of the museum.

8 L.A. Maritime Institute

9 Construction of the proposed Project would temporarily but significantly impact
 10 LAMI. LAMI, including the TopSail Youth Program, would continue to operate
 11 during all surrounding construction until being relocated to the Crowley Building,
 12 whose construction would be completed in October 2012. Surrounding construction
 13 activity at the present location is described in Table 3.10-12.

14 **Table 3.10-12.** Proposed Project L.A. Maritime Institute Construction Impacts

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Downtown Harbor Water Cut	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers and road graders
7 th Street Water Cut	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Town Square/Downtown Civic Fountain	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Harbor Blvd/Sampson Way Realignment	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways

1

2

These construction activities would generally occur within 1,000 feet of LAMI and would be expected to impede parking, vehicle access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Additionally, the recreational enjoyment of LAMI and the TopSail Youth Program would be diminished as a result of construction noise. Although temporary, significant adverse impacts would occur as a result of construction activities in the near vicinity of LAMI.

3

4

5

6

Cabrillo Marine Aquarium

7

Construction of the proposed Project would significantly impact the Cabrillo Marine Aquarium. See Table 3.10-13 for surrounding construction activity affecting the aquarium.

8

9

Table 3.10-13. Proposed Project Cabrillo Marine Aquarium/Cabrillo Beach/Cabrillo Beach Youth Camp Construction Impacts

10

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Salt Marsh Promenade	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Pile driving, operation of stationary and mobile construction equipment, including but not limited to tugs, large trucks, dozers, and road graders
Waterfront Red Car Line Extension – Cabrillo Beach	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of the park
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways
	Pedestrian Access	Construction staging areas, movement of construction equipment, and construction activity would prevent physical access to pedestrian walkways
	Construction Noise	Operation of stationary and mobile construction equipment, including but not limited to large trucks, dozers, and road graders

11

1 These construction activities would generally occur within 500 feet of the aquarium
2 and within 200 feet of the salt marsh. Although visitors would still be able to access
3 the aquarium via the southern entrance at Steven M White Drive, construction would
4 be expected to impede parking, vehicle access, and pedestrian access as a result of
5 the placement of construction staging areas and the movement of construction
6 equipment. Access to the salt marsh would be completely restricted by construction
7 of the salt marsh promenade and Waterfront Red Car Line extension. Additionally,
8 the recreational enjoyment of the aquarium and salt marsh would be diminished as a
9 result of construction noise. Although temporary, significant adverse impacts would
10 occur as a result of construction activities in the near vicinity of the aquarium and salt
11 marsh.

12 Cabrillo Beach

13 Construction of the proposed Project would significantly impact Cabrillo Beach. See
14 Table 3.10-13 for surrounding construction activity that would affect Cabrillo Beach.
15 These construction activities would generally occur within 500 feet of the beach.
16 Although visitors would still be able to access the beach via the southern entrance at
17 Steven M White Drive, construction would be expected to impede parking, vehicle
18 access, and pedestrian access as a result of the placement of construction staging
19 areas and the movement of construction equipment. Additionally, the recreational
20 enjoyment of the beach would be diminished as a result of construction noise.
21 Although temporary, significant adverse impacts would occur as a result of
22 construction activities in the near vicinity of the beach.

23 Cabrillo Beach Youth Camp

24 Construction of the proposed Project would significantly impact the Cabrillo Beach
25 Youth Camp. See Table 3.10-13 for surrounding construction activity that would
26 affect the sports center and the beach immediately to the east. These construction
27 activities would generally occur within 500 feet of the sports center and beach.
28 Although youth groups and visitors would still be able to access the sports center via
29 the southern entrance at Steven M White Drive, construction would be expected to
30 impede parking, vehicle access, and pedestrian access as a result of the placement of
31 construction staging areas and the movement of construction equipment. Pedestrian
32 access to the beach east of the sports center would be completely restricted during
33 construction of the salt marsh promenade. Additionally, the recreational enjoyment
34 of the sports center, beach, and camping facilities would be significantly diminished
35 as a result of construction noise, particularly from construction of the promenade.
36 Although temporary, significant adverse impacts would occur as a result of
37 construction activities in the near vicinity of the sports center, which would also
38 disrupt the use of the camping facilities and preclude the use of the strip of beach to
39 the east of the sports center.

40 Recreational Fishing

41 Construction of the proposed Project would significantly impact the recreational
42 opportunities for fishing provided by the open waters of the harbor. Impacts would
43 include decreased boat ramp access, temporary removal and relocation of docking

1 space and slips, and the movement of construction vessels and construction
 2 equipment in the harbor, thus increasing the chance for collisions with recreational
 3 craft. Construction activity that would specifically affect recreational use of the open
 4 harbor waters is described in Table 3.10-14.

5 **Table 3.10-14.** Proposed Project Recreational Fishing Construction Impacts

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Downtown Harbor Water Cut	Docking Space and Access	Construction would remove existing docks
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
7 th Street Water Cut	Docking Space and Access	Construction would remove existing docks
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
Ports O'Call Promenade	Docking Space and Access	Construction would remove existing docks and slips to be replaced by transient slips in Ports O'Call as part of the Cabrillo Way Marina Project.
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
City Dock #1 Promenade	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
Waterfront Red Car Line Extension – Outer Harbor Terminal	Docking Space and Access	Construction staging areas and movement of construction equipment along Miner Street would impede recreational boater access to the West Channel of the Cabrillo Way Marina
Outer Harbor Cruise Terminal, Park, and Promenade	Docking Space and Access	Construction staging areas and movement of construction equipment along Miner Street out to the Outer Harbor construction area would impede recreational boater access to the West Channel of the Cabrillo Way Marina
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
Salt Marsh Promenade	Docking Space and Access	Construction staging areas and movement of construction equipment along Shoshonean Road would impede recreational boater access to the Cabrillo Beach boat ramp
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
Waterfront Red Car Line Extension –	Docking Space and Access	Construction staging areas and movement of construction equipment along Shoshonean Road would impede recreational boater access to the Cabrillo Beach boat ramp. Construction along 22 nd Street would

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Cabrillo Beach		impede access to the sportfishing activities offered by 22 nd Street Landing.
	Parking	Construction staging areas and construction activity would prevent, reduce, or exclude parking in the immediate vicinity of 22 nd Street Landing
	Vehicle Access	Construction staging areas, movement of construction equipment, and construction activity would prevent vehicular access to roadways along the extent of the Waterfront Red Car Line extension. Construction along 22 nd Street would impede vehicle access to 22 nd Street Landing.
North Harbor Water Cut and Promenade	Docking Space and Access	Construction would remove existing docks
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
Ports O'Call Development	Sportfishing	Demolition and construction of new development in Ports O'Call would temporarily impact sportfishing activities offered by L.A. Harbor Sportfishing, which operates out of Ports O'Call.

1

2

3

4

5

These construction activities would generally occur within one-quarter mile of the existing waterfront promenades and beach areas. The North Harbor, Downtown Harbor, and 7th Street water cuts would result in the creation of approximately 66,500 square feet of open water.

6

7

8

9

10

11

12

Docking space and the availability of slips would also be affected as a result of construction activities listed above. Construction activities would remove approximately 64,800 square feet of dock space, to be replaced by approximately 93,500 square feet of dock space. The 7th Street water cut and construction of the waterfront promenade would result in the removal of approximately 138 boat slips. These slips and dock space would be replaced by transient slips to be located in Ports O'Call as part of the separate Cabrillo Way Marina Project.

13

14

15

16

17

18

19

20

21

Although recreational users would continue to be able to access the open waters of the harbor, construction is expected to impede parking for recreational users and patrons of sportfishing operations, vessel access to launch ramps, and access to dock space and slips as a result of the placement of construction staging areas and the movement of construction equipment around and within harbor waters. Additionally, the enjoyment of recreational fishermen would be significantly diminished as a result of construction noise, particularly from construction of the promenades along the waterfront. Although temporary, significant adverse impacts would occur as a result of construction activities in the harbor.

22

Recreational Boating and Special Boating Events

23

24

Construction of the proposed Project would significantly impact the recreational opportunities provided by the open waters of the harbor. Impacts would include

1 decreased boat ramp access, temporary removal and relocation of docking space and
 2 slips, and the movement of construction vessels and construction equipment in the
 3 harbor, thus increasing the chance for collisions with recreational craft. Construction
 4 activity that would specifically affect recreational use of the open harbor waters is
 5 described in Table 3.10-15.

6 **Table 3.10-15.** Proposed Project Recreational Boating and Special Boating Events Construction Impacts

<i>Construction Activity</i>	<i>Impact Type</i>	<i>Impact Detail</i>
Downtown Harbor Water Cut	Docking Space and Access	Construction would remove existing docks
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
7 th Street Water Cut	Docking Space and Access	Construction would remove existing docks
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
Ports O'Call Promenade	Docking Space and Access	Construction would remove existing docks and slips to be replaced by transient slips in Ports O'Call as part of the Cabrillo Way Marina Project.
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
City Dock #1 Promenade	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the harbor
Waterfront Red Car Line Extension – Outer Harbor Terminal	Docking Space and Access	Construction staging areas and movement of construction equipment along Miner Street would impede recreational boater access to the West Channel of the Cabrillo Way Marina
Outer Harbor Cruise Terminal, Park, and Promenade	Docking Space and Access	Construction staging areas and movement of construction equipment along Miner Street out to the Outer Harbor construction area would impede recreational boater access to the West Channel of the Cabrillo Way Marina
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the harbor
Salt Marsh Promenade	Docking Space and Access	Construction staging areas and movement of construction equipment along Shoshonean Road would impede recreational boater access to the Cabrillo Beach boat ramp
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the harbor

Waterfront Red Car Line Extension – Cabrillo Beach	Docking Space and Access	Construction staging areas and movement of construction equipment along Shoshonean Road would impede recreational boater access to the Cabrillo Beach boat ramp
North Harbor Water Cut and Promenade	Docking Space and Access	Construction would remove existing docks
	Harbor Access	On-water and on-land construction staging areas, movement of construction equipment, and construction activity would prevent access to portions of open waters of the Harbor
Ports O’Call Development	Harbor Cruises	Demolition and construction of new development in Ports O’Call would impact existing harbor charter cruises that operate out of Ports O’Call, including Fiesta Harbor Cruises and Spirit Cruises.

1

2

These construction activities would generally occur within one-quarter mile of the existing waterfront promenades and beach areas. The North Harbor, Downtown Harbor, and 7th Street water cuts would result in the creation of approximately 66,500 square feet of open water.

3

4

5

6

Docking space and the availability of slips would also be affected as a result of construction activities listed above. Construction activities would remove approximately 64,800 square feet of dock space, to be replaced by approximately 93,500 square feet of dock space. The 7th Street water cut and construction of the waterfront promenade would result in the removal of approximately 138 boat slips. These slips and dock space would be replaced by transient slips to be located in Ports O’Call as part of the separate Cabrillo Way Marina Project.

7

8

9

10

11

12

13

Although recreational users would continue to be able to access the open waters of the harbor, construction is expected to impede parking for recreational users and patrons of harbor cruises, vessel access to launch ramps, and access to dock space and slips as a result of the placement of construction staging areas and the movement of construction equipment around and within harbor waters. Additionally, the recreational enjoyment of recreational users of the harbor would be significantly diminished as a result of construction noise, particularly from construction of the promenades along the waterfront. Although temporary, significant adverse impacts would occur as a result of construction activities in the harbor.

14

15

16

17

18

19

20

21

22

CEQA Impact Determination

23

The construction of the proposed Project would result in a temporary substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources on land and water. Although temporary, construction of the proposed Project would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

24

25

26

27

28

Although temporary for the duration of construction, the proximity of construction activities related to the proposed Project relative to these recreational resources would result in a substantial loss or significantly reduced quality of recreational experience.

29

30

31

Mitigation Measures

MM REC-1. Maintain pedestrian access during construction. The LAHD and construction contractors will follow standard safety procedures to protect pedestrian traffic from construction hazards, including providing brightly colored fencing and signage indicating closures and safely directing pedestrian traffic around construction areas. This will also require coordinated construction activities such that pedestrian access can be routed around construction with a minimum increase in distance.

MM REC-2. Maintain bicycle access during construction. The LAHD and construction contractors will provide signage notifying users of bike lanes of closure as well as signage directing users to alternative bike routes. Alternative bike lanes in the proposed project vicinity include a north-south Class II bike path along the entire length of South Gaffey Street, and an east-west Class III bike path on 9th from North Harbor Boulevard west to State Route 213. LAHD will be required to inform the public prior to commencement of construction resulting in closures or possible disruptions to bike paths. Public sources to notify will, at minimum, include the City of Los Angeles Department of Transportation Bicycle Program, and Los Angeles area bicycling groups.

MM REC-3. Maintain parking during construction. The LAHD and construction contractors will minimize parking obstructions during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to parking areas, detour signs and lane striping will direct traffic to additional off-site parking areas. LAHD will provide shuttle service to remote parking areas in the event that offsite parking areas are farther than 1 mile from existing waterfront areas and the Waterfront Red Car Line does not adequately service the offsite parking areas.

MM REC-4. Maintain vehicle access during construction. The LAHD and construction contractors will minimize obstructions to vehicle access during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to roadways, detour signs and lane striping will safely direct traffic around construction areas. See Section 3.11, “Transportation and Circulation (Ground),” for further details on mitigation measures related to vehicle access to the proposed project site.

MM REC-5. Maintain boat ramp access during construction. The LAHD and construction contractors will minimize obstructions to the boat ramp during construction periods by placing construction areas out of roadways and parking lots leading to boat ramps, where possible. In cases where the boat ramp must be closed, or access will be severely impeded due to construction activities, LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to boat ramp access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity.

MM REC-6. Maintain access to open waters of the harbor during construction.

The LAHD and construction contractors will minimize obstructions to open waters of the harbor during construction periods by placing construction staging areas out of high-traffic waterways, parking lots leading to boat ramps, and boat docks, where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to open waters of the harbor. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.

MM REC-7. Maintain docking space and dock access during construction.

The LAHD and construction contractors will minimize obstructions to docking space and dock access during construction periods by placing construction staging areas away from boat docks where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas and docking locations. In cases where docking space will be closed or removed and existing tenants need alternative docking space, LAHD will provide temporary docking space in the near vicinity of the proposed Project. LAHD will provide notification and signage to direct users to these temporary alternative docking areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to dock access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.

See Mitigation Measure MM NOI-1 (Section 3.9, “Noise”) for measures to mitigate noise impacts.

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, “Noise”) would reduce adverse significant impacts during construction of the proposed Project. However, due to the length of time during which construction would occur and the proximity to recreational resources in the vicinity of the proposed Project, unavoidable adverse and significant impacts would occur as a result of construction activities in spite of the implementation of all mitigation measures.

NEPA Impact Determination

The proposed Project would include in-water construction activities, including water cuts and over-water structures. These water cuts and over-water structures would not exist under the NEPA baseline. Therefore, construction associated with in-water elements of the proposed Project would occur, and they would be significant and adverse under NEPA, as discussed for the CEQA impact determination. The

1 following recreational opportunities would be impacted by construction of the
2 NEPA-related actions of the proposed Project:

3 **Existing On-Land Recreational Opportunities**

- 4 ■ Bike lanes
- 5 ■ California Coastal Trail
- 6 ■ John S. Gibson Jr. Park
- 7 ■ Bloch Field
- 8 ■ Waterfront Red Car Line

9 **Existing Water-Related Recreational Opportunities**

- 10 ■ Ralph J. Scott Fireboat Museum
- 11 ■ L.A. Maritime Museum
- 12 ■ L.A. Maritime Institute
- 13 ■ Cabrillo Marine Aquarium and salt marsh
- 14 ■ Cabrillo Beach
- 15 ■ Cabrillo Beach Youth Camp
- 16 ■ recreational fishing
- 17 ■ recreational boating and special boating events

18 Although temporary for the duration of construction, the proximity of construction
19 activities related to the proposed Project relative to these recreational resources
20 would result in a substantial loss or significantly reduced quality of recreational
21 experience.

22 **Mitigation Measures**

23 Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section
24 3.9, “Noise”) would mitigate construction impacts that would occur as a result of the
25 proposed Project.

26 **Residual Impacts**

27 Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section
28 3.9, “Noise”) would reduce adverse significant impacts during construction of the
29 proposed Project. However, due to the length of construction time and the proximity
30 of construction activities to recreational resources in the vicinity of the proposed
31 Project, unavoidable adverse and significant impacts would occur as a result of
32 construction activities in spite of the implementation of all mitigation measures.

1 **Impact REC-1b: Operation of the proposed Project would**
2 **not result in a substantial loss or diminished quality of**
3 **recreational, educational, or visitor-oriented opportunities,**
4 **facilities, or resources.**

5 **Operational Impacts to Existing On-Land Recreational Opportunities**

6 Parks West of Harbor Boulevard

7 Operation of the proposed Project would not impact any of the existing local or
8 regional parks west of Harbor Boulevard that are discussed in Section 3.10.2.1. The
9 proposed Project would not be growth-inducing and would not cause additional
10 population pressures on existing recreational resources outside the vicinity of the
11 proposed Project. Therefore, the proposed Project would not adversely impact the
12 parks west of Harbor Boulevard.

13 Bike Lanes

14 Bike lanes on North Harbor Boulevard from Vincent Thomas Bridge to South
15 Crescent Avenue would be maintained as a result of the proposed Project.
16 Additionally, the proposed Project would increase the opportunities available to
17 bicyclists by adding the waterfront promenade and increase the safety of bicycling in
18 the area by removing some bicyclists from traffic on North Harbor Boulevard.
19 Therefore, operation of the proposed Project would result in a beneficial impact to
20 users of bike lanes.

21 California Coastal Trail (CCT)/Waterfront Promenade

22 The CCT would be improved due to enhanced pedestrian and bicycle access,
23 improved crosswalks, and greater waterfront access with 30-foot-wide promenades
24 connecting the entire waterfront of the proposed project site. Therefore the operation
25 of the proposed Project would result in a beneficial impact to the CCT.

26 John S. Gibson Jr. Park

27 The John S. Gibson Jr. Park would be improved as a result of the proposed Project
28 with enhanced access and surroundings turning this park into a focal point of the
29 Town Square area. Therefore, the operation of the proposed Project would result in a
30 beneficial impact to the John S. Gibson Jr. Park.

31 Bloch Field

32 Bloch Field would be improved as a result of the proposed Project with enhanced
33 access and parking. Therefore, the operation of the proposed Project would result in
34 a beneficial impact to Bloch Field.

1 Waterfront Red Car Line

2 The expansion of the Waterfront Red Car Line as part of the proposed Project would
3 include the addition of Waterfront Red Car Line extensions to City Dock #1, Outer
4 Harbor Cruise Terminal, and Cabrillo Beach, thus greatly extending the reach of
5 service resulting in greater public use. Additionally, the proposed Project would add
6 additional cars, increase the number of stops, increase the frequency of service, and
7 improve walkway and car access to ensure ADA accessibility. Therefore, the
8 operation of the proposed Project would result in beneficial impact to the Waterfront
9 Red Car Line.

10 **Operational Impacts to Existing Water-Related Recreational**
11 **Opportunities**

12 Catalina Express

13 The operation of the proposed Project would not adversely impact Catalina Express.
14 Furthermore, Catalina Express would be relocated to Berth 94, adding an additional
15 8,800 square feet of floating dock space, providing enough space for the
16 simultaneous berthing of three Catalina Express vessels. Therefore, the operation of
17 the proposed Project would not result in a substantial loss or diminished quality of
18 Catalina Express.

19 S. S. Lane Victory

20 Operation of the proposed Project would not adversely impact the S.S. Lane Victory.
21 After construction of the North Harbor water cut, the S.S. Lane Victory would be
22 moved from Berth 94 to the south end of the North Harbor, which would host a
23 visitor center, thus greatly enhancing the recreational experience of visitors to this
24 historical vessel. Therefore, the operation of the proposed Project would result in a
25 beneficial impact to recreational visitors to the S.S. Lane Victory.

26 Ralph J. Scott Fireboat

27 Operation of the proposed Project would not adversely impact the Ralph J. Scott
28 Fireboat. After construction of the new 10,000-square-foot museum just south of
29 Fire Station #112, the fireboat would be moved from its temporary location, thus
30 greatly enhancing the recreational experience of visitors to this historical vessel.
31 Therefore, the operation of the proposed Project would result in a beneficial impact
32 to recreational visitors of the Ralph J. Scott Fireboat Museum.

33 L.A. Maritime Museum

34 Operation of the proposed Project would not adversely impact the L.A. Maritime
35 Museum, and the museum would remain in its existing location. Therefore, the
36 operation of the proposed Project would not result in a substantial loss or diminished
37 quality of recreational experience.

L.A. Maritime Institute

Operation of the proposed Project would not adversely impact LAMI. After construction of the North Harbor, including the new maritime building for Crowley Maritime, LAMI would be relocated into the existing Crowley Building. In the interim, LAMI's existing trailer offices would be relocated to Berth 87. Operation of the proposed Project would result in a beneficial impact by relocating LAMI into a newly remodeled facility.

Cabrillo Marine Aquarium

Operation of the proposed Project would not adversely impact the Cabrillo Marine Aquarium. After construction of the Waterfront Red Car Line extension to Cabrillo Beach, public access from the North Harbor would be greatly increased, thereby enhancing the accessibility of the aquarium. Therefore, the operation of the proposed Project would result in a beneficial impact to recreational visitors of the Cabrillo Marine Aquarium.

Cabrillo Beach

Operation of the proposed Project would not adversely impact Cabrillo Beach. After construction of the Waterfront Red Car Line extension to Cabrillo Beach, public access from the North Harbor would be greatly increased, thereby enhancing the accessibility of the beach. Therefore, the operation of the proposed Project would result in a beneficial impact to recreational visitors of Cabrillo Beach.

Cabrillo Beach Youth Camp

Operation of the proposed Project would result in both a beneficial and an adverse impact the Cabrillo Beach Youth Camp. The location of the salt marsh promenade between the sports center and the waterfront would impact recreational users by reducing, but not precluding, pedestrian access from the Cabrillo Beach Youth Camp to the waterfront. However, after construction of the Waterfront Red Car Line extension to Cabrillo Beach, public access would be greatly increased, thereby enhancing the accessibility of the sports center. Therefore, the operation of the proposed Project would result in both a beneficial and adverse impact to visitors of the Cabrillo Beach Youth Camp.

Recreational Fishing

Operation of the proposed Project would enhance recreational opportunities of the open waters of the harbor by providing increased total open water space as a result of the North Harbor, Downtown Harbor, and 7th Street Harbor water cuts. The total open waters of the harbor would increase by approximately 66,500 square feet. The marina slips removed as part of the proposed Project would be replaced in full by the separate Cabrillo Way Marina Project. Furthermore, transient slips would be provided in Ports O'Call for personal watercraft, and the new harbor space created would add space for visiting vessels and personal watercraft to visit and dock.

1 Therefore, the operation of the proposed Project would result in a beneficial impact
2 to recreational fishing within the harbor.

3 Recreational Boating and Special Boating Events

4 Operation of the proposed Project would enhance recreational opportunities of the
5 open waters of the harbor by providing increased total open water space as a result of
6 the North Harbor, Downtown Harbor, and 7th Street Harbor water cuts. The total
7 open waters of the harbor would increase by approximately 66,500 square feet. The
8 marina slips removed as part of the proposed Project would be replaced in full by the
9 separate Cabrillo Way Marina Project. Furthermore, transient slips would be
10 provided in Ports O'Call for personal watercraft, and the new harbor space created
11 would add space for visiting vessels and personal watercraft to visit and dock.
12 Therefore, the operation of these elements as part of the proposed Project would
13 result in a beneficial impact to recreational boaters and special boating events within
14 the harbor.

15 The operation of the proposed project would also include the operation of two new
16 Outer Harbor Cruise terminals and berths. The proposed Project would include
17 upgrading Berths 45–47 for use as a cruise ship berth in the Outer Harbor and the
18 construction of a new cruise ship berth at Berths 49–50 in the Outer Harbor. The
19 proposed Project would include construction of two new, 2-story terminals that
20 would total up to 200,000 square feet (approximately 100,000 square feet each) in the
21 Outer Harbor. The terminals would be designed to accommodate the simultaneous
22 berthing of two 1,150-foot-long cruise vessels at Berths 45–47 and Berths 49–50,
23 while satisfying the security requirements essential to operate a cruise terminal (refer
24 to Section 3.7 Hazards and Hazardous Materials for discussion of applicable security
25 regulations).

26 Cruise traffic to the Port is seasonal and peaks between October and April, with a
27 marked decrease in the summer months. This is opposite of the peak season for
28 recreational vessels, which normally peak during the summer months and have an off
29 season from October to May. Peak monthly cruise ship calls are projected to increase
30 from 36 per month in 2006, to 38 by 2015, and 40 by 2037 under the proposed
31 Project. Most ships arrive in the Port around 6:00 a.m. and depart by 6:00 p.m. and
32 ships are anticipated to stay in the Port for approximately 12 hours per call.
33 Weekends will remain the key days for the operations of cruise ships, and it is
34 anticipated that by 2020 four ships per day will call on the Port on Mondays, Fridays,
35 Saturdays, and Sundays; however only two of these ships would be berthed at the
36 Outer Harbor.

37 When a cruise ship is in transit, an approximately 100 yard (300 foot) security zone
38 would be required around the cruise ship. The 100 yard security zone would prevent
39 recreational vessels from coming within 100 yards of cruise ships while in transit in
40 the Main Channel or while it docking at Berths 45–47. If a recreational vessel is
41 within the security zone while a cruise ship is in transit, it would have to wait, until
42 the cruise ship passes. This security zone would be enforced by the USCG (Gooding
43 pers. comm. 2008).

1 The proposed Outer Harbor Cruise Terminals and berths would incorporate security
2 measures (see Section 3.7 Hazards and Hazardous Materials for more detail on the
3 security regulations governing cruise terminals, cruise ships, and cruise berths). The
4 Outer Harbor Cruise Terminal FSA/FSP would be approved prior to the operation of
5 the new Outer Harbor Cruise Terminal by the USCG. The USCG is committed to
6 working with the Port regarding Outer Harbor security and maintaining access to the
7 marinas located to the northwest of the proposed Outer Harbor Cruise berths.
8 Pending approval by the USCG, the FSA/FSP for the Outer Harbor Cruise Terminal
9 would incorporate a secured and movable floating security barrier. A secured barrier
10 would be located perpendicular to Berths 45–47. A movable floating barrier would
11 extend from the secured barrier and be located parallel to the cruise ship on the port
12 side after the cruise ship had docked. It would take approximately one hour to have
13 the cruise ship dock at the berth and move the movable floating barrier into place
14 parallel to the cruise ship. The secure floatable barrier and movable floating barrier
15 would prevent any recreational vessels using the West Channel area, including the
16 Cabrillo Marina(s), from being within 25 yards, (75 feet) of the docked cruise ship’s
17 bow or port sides. The 25-yard secured and moving floating barrier would maintain
18 the waterside security of the docked cruise ship, while allowing recreational boaters
19 to access the marinas when the cruise ship is at berth (Gooding pers. comm. 2008).
20 The 25-yard secure and movable floating barrier would be enforced by the USCG.
21 See Figure 3.7-5, which depicts the 100 yard (300 foot) security zone required while
22 a cruise ship is in transit without the secure and floating barrier, and the 25 yard (75
23 foot) security zone with the secure and movable floating barriers.

24 Access to the marinas in the West Channel, such as the Cabrillo Marina and the
25 pending Cabrillo Way Marina, would occur to the west of Berths 45–47. The access
26 point is approximately 180 yards (approximately 540 feet) wide. When a cruise ship
27 is in transit and berthing at Berths 45–47, recreational vessels would be required to
28 comply with the 100 yard (300 foot) security zone. This would leave approximately
29 80 yards (approximately 240 feet) remaining for recreational vessels to use traveling
30 in and out of the marinas. However, pending approval by USCG, the FSA/FSP would
31 incorporate the secured and moveable floating barriers described above. Therefore,
32 when a cruise ship is berthed (i.e. not in transit) the secured and movable floating
33 barrier would be in place at Berths 45–47. This security barrier would effectively
34 replace the 100 yard security zone and would allow for a 25 yard the security zone,
35 leaving approximately 155 yards (465 feet) of available space for recreational vessels
36 to access the existing marinas.

37 **CEQA Impact Determination**

38 In general the operation of the proposed Project would provide a number of
39 beneficial recreational impacts to the area including:

- 40 ■ a multipurpose waterfront promenade, with enhancement of the CCT;
- 41 ■ three new harbors for pleasure craft (North Harbor, Downtown Harbor, 7th Street
42 Harbor);
- 43 ■ transient slips in Ports O’Call for personal watercraft;
- 44 ■ the 7th Street Pier;

- 1 ■ permanent visitor-oriented structures for the Ralph J. Scott and the S.S. Lane
2 Victory;
- 3 ■ upgraded facilities for LAMI and the TopSail Youth Program;
- 4 ■ extension of the Waterfront Red Car Line;
- 5 ■ improvements to John S. Gibson Jr. Park; and
- 6 ■ the addition of four new parks/open space, including the Town Square and
7 Downtown Civic Fountain, Fishermen’s Park, Outer Harbor Park, and San Pedro
8 Park.

9 These opportunities would be considered beneficial because they would provide the
10 local and regional communities with a wide range of new and diverse recreational
11 opportunities to utilize.

12 The operation of the proposed Project would require a 100 yard (300 foot) security
13 zone around a cruise ships while in transit or while a cruise ship is docking or
14 departing. This 100 yard (300 foot) security zone could cause delays and increase the
15 frequency of delays to recreational vessels also in transit. Additionally, the operation
16 of the proposed Project would reduce the width of the access point to the existing
17 recreational marinas during specific times of the day, month and year.

18 Currently, recreational vessels experience an average a 15 minute delay if they are
19 within the security zone of a cruise or cargo ship in transit; however, the frequency of
20 this delay is unknown (i.e. how many times the delay occurs per week, per month, or
21 per year) (Gooding pers. comm. 2008). Under the proposed Project the duration of
22 the delay to a recreational vessel caused by a cruise ship in transit in the Main
23 Channel would not likely increase or decrease because the in-transit duration delay is
24 related to the location of the recreating vessel when the cruise ship is in transit and
25 the speed of the cruise ship in transit. The speed of the cruise ships would not
26 substantially increase or decrease as they maneuver about the harbor, since harbor
27 speed and navigation is regulated by the VTS and the USCG (see Section 3.12
28 Transportation and Navigation (Marine) for additional information regarding harbor
29 navigation). Furthermore, use of a Port pilot for transit in and out of the San Pedro
30 Bay area and adjacent waterways is required for all vessels of foreign registry and for
31 U.S. vessels that do not have a federally licensed pilot on board (some U.S. flag
32 vessels have a trained and licensed pilot onboard; those vessels are not required to
33 use a Port pilot while navigating through the harbor). Pilots typically board the
34 vessels at the Angel’s Gate entrance and direct the vessels to their destinations.
35 Pilots normally leave the vessels after docking and re-board the vessels to pilot them
36 back to sea or to other destinations within the harbor. Therefore the duration of the
37 delay to recreational vessels caused by cruise ships would not increase over the
38 existing conditions (i.e. average of 15 minute delay) and impacts would be less than
39 significant.

40 The peak cruise season is, and is likely to continue to be, between October and April.
41 During these months there would be the maximum number of cruise ships in transit
42 around 6a.m. (when cruise ships typically arrive to dock for the day) and around
43 6p.m. (when cruise ships typically depart) on Mondays, Fridays, Saturdays, and

1 Sundays (key days for cruise ship operations). Therefore the maximum frequency of
2 delays to recreating vessels would likely occur between October and April around
3 6:00 a.m. and 6:00 p.m. potentially on Mondays, Fridays, Saturdays, or Sundays.

4 Peak monthly ship calls are projected to increase from 36 per month in 2006, to 38 in
5 2015, and to 40 in 2037. Therefore, in 2015 there would be two more cruise ships on
6 average entering and exiting the harbor per month between October and April and in
7 2037 there would be four more cruise ships on average entering and exiting the
8 harbor between October and April. Although the frequency of delays to recreational
9 vessels would increase with the new Outer Harbor Cruise terminal and berths, they
10 would only increase on average by two ships and by four ships between the months
11 of October and April. This increase would occur within a specific hour (i.e.: 6 a.m.
12 and 6 p.m.) during the day. Although, 6 p.m. on Saturdays and Sundays is expected
13 to be the weekly peak time for recreational vessels to use the harbor area, the peak
14 season for cruise ships (i.e. October to April) is the off season for recreational vessels
15 (i.e. October to May). During the off season for recreational vessels there are only
16 approximately three to four recreational vessels which use the harbor area on the
17 weekend evenings. Therefore, the maximum number of cruise ships that would be
18 using the Outer Harbor Cruise Terminal and berths during the year would occur at a
19 time where the fewest recreational vessels were using the harbor. Thus, the frequency
20 of delay that recreational vessels would experience due to in transit cruise ships going
21 to or departing from the Outer Harbor cruise terminals and berths would not
22 substantially increase when compared to the existing conditions and impacts would
23 be less than significant.

24 The operation of the proposed project would reduce the width of the access point to
25 the existing recreational marinas from approximately 180 yards (540 feet) to
26 approximately 80 yards (240 feet) when a cruise ship is docking or departing at
27 Berths 45–47. This reduction would not be considered substantial since recreational
28 vessels would be able to safely maneuver in and out of the marinas while a cruise
29 ship is docking or departing (Christiansen pers. comm. 2008). It would take a cruise
30 ship approximately one hour to dock at the berths or depart from the berths;
31 therefore, the reduced access to the marinas would only occur during the time that the
32 cruise ship is actually moving into the berth or away from the berth (Cummings pers.
33 comm. 2008). During this one hour timeframe recreational vessels would not
34 experience a delay, as they might if the cruise ship is in transit in the Main Channel
35 (i.e. average of 15 minute delay). Rather, recreational vessels would be able to
36 continue under way, while safely remaining outside of the 100 yard security zone, as
37 the cruise ship docks or departs. The reduced access point to the existing recreational
38 marinas would only increase on average by two ships and by four ships between the
39 months of October and April (as described above). Furthermore, this increase would
40 only occur within a specific timeframe (i.e., 6 a.m. and 6 p.m.) and it would occur
41 more during the off season of the recreational vessels where fewer recreational
42 vessels use the harbor area (i.e. October to May). Therefore, due to the limited
43 amount of time and only the slight increase in frequency of the reduced access point
44 to the existing marinas, impacts are considered less than significant. Once a cruise
45 ship is docked (i.e. no longer in transit), and the secured and movable floating
46 barriers are in place, recreational vessels would have approximately 155 yards (465
47 feet) to access the existing marinas. Recreational vessels would be able to safely

1 maneuver in and out of the marinas when a cruise ship is docked (Christiansen pers.
2 com 2008).

3 Therefore, the operation of the Outer Harbor cruise terminal and berths would not
4 restrict or reduce the ability of recreational vessels to utilize the marinas, the Outer
5 Harbor, or the ocean and impacts would be less than significant. Furthermore, the
6 operation of the entire proposed Project would not result in a substantial loss or
7 diminished quality of recreational, educational, or visitor-oriented opportunities,
8 facilities, or resources. Impacts would be less than significant.

9 Mitigation Measures

10 No mitigation is required.

11 Residual Impacts

12 Impacts would be less than significant.

13 **NEPA Impact Determination**

14 The proposed Project would include the operation of specific in-water activities that
15 would not be part of the NEPA baseline. However, the operation of the proposed
16 Project would not result in a substantial loss or diminished quality of recreational,
17 educational, or visitor-oriented opportunities, facilities, or resources. All operations
18 associated with the following proposed project elements would be beneficial under
19 NEPA, as discussed for the CEQA impact:

- 20 ■ a multipurpose waterfront promenade;
- 21 ■ the 7th Street Pier;
- 22 ■ three new harbors for pleasure craft (North Harbor, Downtown Harbor, 7th Street
23 Harbor);
- 24 ■ transient slips in Ports O'Call for personal watercraft;
- 25 ■ wharf work to relocate Catalina Express; and
- 26 ■ permanent visitor-oriented structures for the Ralph J. Scott and the S.S. Lane
27 Victory.

28 In addition, as described in the CEQA analysis, although the operation of proposed
29 Project would increase the number of cruise ships using the Outer Harbor Cruise
30 berths this would not restrict or reduce the ability of recreational vessels to utilize the
31 marinas, the Outer Harbor, or the ocean and impacts would be less than significant
32 under NEPA as they are under CEQA.

33 Mitigation Measures

34 No mitigation is required.

1 Residual Impacts

2 Impacts would be less than significant.

3 **3.10.4.3.2 Alternative 1—Alternative Development Scenario 1**

4 This alternative differs from the proposed Project with regards to recreation in the
5 following ways:

- 6 ■ The number of cruise berths would be reduced to two in the Inner Harbor and
7 one in the Outer Harbor.
- 8 ■ An at-grade road extending Crescent Avenue from Miner Street to Sampson Way
9 would be constructed.
- 10 ■ The Waterfront Red Car Museum and Maintenance Facility would be
11 consolidated and located at Warehouse No. 1.
- 12 ■ Harbor Boulevard would be reduced to one lane southbound and a roundabout
13 would be constructed to prevent northbound traffic along Harbor Boulevard at
14 13th Street, providing additional landscaped areas along this stretch of Harbor
15 Boulevard.

16 **Impact REC-1a: Construction of Alternative 1 would result in**
17 **a substantial loss or diminished quality of recreational,**
18 **educational, or visitor-oriented opportunities, facilities, or**
19 **resources.**

20 **Construction Impacts to Existing On-Land Recreational Opportunities**

21 The construction impacts to the on-land recreational opportunities that are the same
22 in both the proposed Project and Alternative 1 would remain the same as discussed in
23 Section 3.10.4.3.1 above. Construction activities of Alternative 1 that would affect
24 existing on-land recreational resources in a way that is slightly different than the
25 proposed Project include constructing the Crescent Avenue extension between Miner
26 Street and Sampson Way, and reducing lanes on Harbor Boulevard with additional
27 landscaping along Harbor Boulevard. Construction of the Crescent Avenue
28 extension would result in some additional impacts to Bloch Field, such as vehicle and
29 pedestrian access, noise, and parking restrictions. The reduction of lanes on Harbor
30 Boulevard with additional landscaping would impact the bicycle lanes by causing
31 additional construction noise and by restricting bicycle access.

32 Although these particular construction activities may be slightly different than those
33 under the proposed Project, impacts from these and other construction activities are
34 addressed in the impact analysis for the proposed Project, and impact conclusions and
35 determinations would be the same as those described under the proposed Project.
36 Therefore, the impacts to on-land recreational opportunities resulting from the

1 construction of Alternative 1 would remain significant and unavoidable as described
2 in Section 3.10.4.3.1 above.

3 **Construction Impacts to Existing Water-Related Recreational** 4 **Opportunities**

5 The construction impacts to water-related recreational opportunities are the same as
6 the proposed Project as discussed in Section 3.10.4.3.1 above. Impacts to water-
7 related recreational opportunities resulting from the construction of Alternative 1
8 would remain significant and unavoidable as described in Section 3.10.4.3.1 above.

9 **CEQA Impact Determination**

10 Identical to the proposed Project, the construction of Alternative 1 would result in a
11 temporary substantial loss or diminished quality of recreational, educational, or
12 visitor-oriented opportunities, facilities, or resources. Although temporary,
13 construction of the proposed Project would cause adverse significant impacts to many
14 recreational resources in the proposed project vicinity.

15 Mitigation Measures

16 Implement mitigation measures MM REC-1 through MM REC-7 and MM NOI-1
17 (see Section 3.9, “Noise”) as described above for the proposed Project in Section
18 3.10.4.3.1, “Mitigation Measures.”

19 Residual Impacts

20 Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section
21 3.9, “Noise”) would reduce adverse significant impacts during construction of
22 Alternative 1. However, unavoidable adverse significant impacts would occur as a
23 result of construction activities in spite of implementation of all mitigation measures.

24 **NEPA Impact Determination**

25 Identical to the proposed Project, Alternative 1 would include in-water construction
26 activities such as the cut and dredging of three new harbors and construction of a
27 waterfront promenade over waters. This work would not be done under the NEPA
28 baseline conditions. Although temporary, construction of Alternative 1 would cause
29 adverse significant impacts to many recreational resources in the proposed project
30 vicinity.

31 Mitigation Measures

32 Implement mitigation measures MM REC-1 through MM REC-7 and MM NOI-1
33 (see Section 3.9, “Noise”) as described above for the proposed Project in Section
34 3.10.4.3.1, “Mitigation Measures.”

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, “Noise”) would reduce adverse significant impacts during construction of Alternative 1. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

Impact REC-1b: Operation of Alternative 1 would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.

Operational Impacts to Existing On-Land Recreational Opportunities

Operational impacts to on-land recreational opportunities are the same as those described for the proposed Project as discussed in Section 3.10.4.3.1 above.

Operational Impacts to Existing Water-Related Recreational Opportunities

Operational impacts to water-related recreational opportunities are the same as those described for the proposed Project as discussed in Section 3.10.4.3.1 above, with the exception of the Outer Harbor Cruise terminal and berth. There would only be one Outer Harbor Cruise berth located at Berths 45–47 and the peak monthly calls would only increase by two ship calls in 2015 and 2037 to 38 ship calls, respectively.

CEQA Impact Determination

Identical to the proposed Project, operation of Alternative 1 would not result in permanent substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. In fact, the operation of Alternative 1 would provide a number of beneficial recreational impacts to the area including:

- a multipurpose waterfront promenade;
- three new harbors for pleasure craft (North Harbor, Downtown Harbor, 7th Street Harbor);
- transient slips in Ports O’Call for personal watercraft;
- the 7th Street Pier;
- permanent visitor-oriented structures for the Ralph J. Scott and the S.S. Lane Victory;
- upgraded facilities for LAMI and the TopSail Youth Program;
- extension of the Waterfront Red Car Line;
- location of the Waterfront Red Car Museum at Warehouse No. 1; and

- 1 ■ the addition of four new parks/open space, including the Town Square and
2 Downtown Civic Fountain, Fishermen’s Park, Outer Harbor Park, and San Pedro
3 Park.

4 In addition, just like the proposed project, Alternative 1 would not substantially
5 increase the duration of delay or frequency of delays experience by recreational
6 vessels when cruise ships are in transit to or from the proposed single Outer Harbor
7 berth. Alternative 1 would only have 38 peak monthly calls in 2015 and 2037 when
8 compared to the proposed Project. Furthermore, Alternative 1 would also reduce the
9 width of the access to the existing marinas. As with the proposed project, this
10 reduction would not be considered a reduction of recreational quality since
11 recreational vessels would be able to safely maneuver in and out of the marinas while
12 a cruise ship was in berth (Christiansen pers. comm. 2008). Therefore, the operation
13 of the single Outer Harbor Cruise terminal and berth would not restrict or reduce the
14 ability of recreational vessels to utilize the marinas, the Outer Harbor, or the ocean
15 and impacts would be less than significant.

16 Mitigation Measures

17 No mitigation is required.

18 Residual Impacts

19 Impacts would be less than significant.

20 **NEPA Impact Determination**

21 Identical to the proposed Project, operation of Alternative 1 would include the
22 operation of specific in-water activities that would not be part of the NEPA baseline.
23 However, the operation of Alternative 1 would not result in a substantial loss or
24 diminished quality of recreational, educational, or visitor-oriented opportunities,
25 facilities, or resources. All of the operations associated with the following
26 Alternative 1 elements would be beneficial under NEPA, as discussed for the CEQA
27 impact determination:

- 28 ■ a multipurpose waterfront promenade;
- 29 ■ the 7th Street Pier;
- 30 ■ three new harbors for pleasure craft (North Harbor, Downtown Harbor, 7th Street
31 Harbor);
- 32 ■ transient slips in Ports O’Call for personal watercraft;
- 33 ■ wharf work to relocate Catalina Express; and
- 34 ■ permanent visitor-oriented structures for the Ralph J. Scott and the S.S. Lane
35 Victory.

36 As described above under the CEQA analysis, under NEPA Alternative 1 would not
37 substantially increase the duration of delay or frequency of delays experience by

1 recreational vessels when cruise ships are in transit to or from the single Outer
2 Harbor berth. Furthermore, Alternative 1 would also reduce the width of the access
3 to the existing marinas. As with the proposed Project, this reduction would not be
4 considered a reduction of recreational quality since recreational vessels would be able
5 to safely maneuver in and out of the marinas while a cruise ship was in berth
6 (Christiansen pers. comm. 2008). Therefore, the operation of the single Outer Harbor
7 Cruise terminal and berth would not restrict or reduce the ability of recreational
8 vessels to utilize the marinas, the Outer Harbor, or the ocean and impacts would be
9 less than significant.

10 Mitigation Measures

11 No mitigation is required.

12 Residual Impacts

13 Impacts would be less than significant.

14 **3.10.4.3.3 Alternative 2—Alternative Development Scenario 2**

15 This alternative differs from the proposed Project with regards to recreation in the
16 following ways:

- 17 ■ An at-grade, two-lane road extension of Crescent Avenue between Miner Street
18 and Sampson Way would be constructed.
- 19 ■ The waterfront promenade would extend along Shoshonean Way adjacent to the
20 salt marsh and the Cabrillo Beach Youth Camp, rather than along the waterfront.
- 21 ■ The 6-acre Outer Harbor Park would be located on top of a proposed 1,500-space
22 parking structure and the cruise terminal buildings in the Outer Harbor.
- 23 ■ Harbor Boulevard would be reduced to one lane southbound and the northbound
24 lanes would cul-de-sac at 13th Street, providing additional landscaped areas along
25 this stretch of Harbor Boulevard.

26 **Impact REC-1a: Construction of Alternative 2 would result in**
27 **a substantial loss or diminished quality of recreational,**
28 **educational, or visitor-oriented opportunities, facilities, or**
29 **resources.**

30 **Construction Impacts to Existing On-Land Recreational Opportunities**

31 The construction impacts to the on-land recreational opportunities that are the same
32 in both the proposed Project and Alternative 2 would remain the same as discussed in
33 Section 3.10.4.3.1 above. Construction activities of Alternative 2 that would affect
34 existing on-land recreational resources in a way that is slightly different than the
35 proposed Project include constructing the Crescent Avenue extension, constructing

1 the waterfront promenade along Shoshonean Way rather than along the waterfront in
2 the vicinity of the Salt Marsh and the Cabrillo Beach Youth Sports Center, reducing
3 lanes on Harbor Boulevard, and additional landscaping along Harbor Boulevard.
4 Construction of the Crescent Avenue extension would result in some additional
5 impacts to Bloch Field, such as vehicle and pedestrian access, noise, and parking
6 restrictions. The construction of the waterfront promenade along Shoshonean Way
7 would result in some additional impacts to the CCT, such as pedestrian access and
8 noise. The reduction of lanes on Harbor Boulevard with additional landscaping
9 would impact the bicycle lanes by causing additional construction noise and
10 restricting bicycle access.

11 Although these particular construction activities may be slightly different than those
12 under the proposed Project, impacts from these and other construction activities are
13 addressed in the impact analysis for the proposed Project, and impact conclusions and
14 determinations would be the same as those described under the proposed Project.
15 Therefore, the impacts to on-land recreational opportunities resulting from the
16 construction of Alternative 2 would remain significant and unavoidable as described
17 in Section 3.10.4.3.1 above.

18 **Construction Impacts to Existing Water-Related Recreational** 19 **Opportunities**

20 The construction impacts to water-related recreational opportunities that are the same
21 in both the proposed Project and Alternative 2 would remain the same as discussed in
22 Section 3.10.4.3.1 above. In addition, construction of the Outer Harbor Park on top
23 of the parking structure and cruise terminal buildings would not result in additional
24 impacts to existing water-related recreational opportunities than is described for the
25 proposed Project. Construction activities of Alternative 2 that would affect existing
26 water-related recreational resources in a way that is slightly different than the
27 proposed Project include construction of the waterfront promenade along Shoshonean
28 Way rather than along the waterfront in the vicinity of the salt marsh and the Cabrillo
29 Beach Youth Camp. Construction of the waterfront promenade along Shoshonean
30 Way rather than along the waterfront would result in some additional impacts to
31 Cabrillo Beach Youth Camp, such as vehicle and pedestrian access, noise, and
32 parking restrictions. However, construction of the waterfront promenade along
33 Shoshonean Way rather than along the waterfront would result in a reduction of
34 impacts to users of the Cabrillo Beach Youth Camp by minimizing impacts to the
35 beach area in this facility, minimizing impacts to recreational fishing and recreational
36 boating due to fewer impacts to docking space and access, and minimizing impacts to
37 harbor access.

38 Although this particular construction activity may be slightly different than that under
39 the proposed Project, impacts from this and other construction activities are
40 addressed in the impact analysis for the proposed Project, and impact conclusions and
41 determinations would be the same as those described under the proposed Project.
42 Therefore, the impacts to water-related recreational opportunities resulting from the
43 construction of Alternative 2 would remain significant and unavoidable as described
44 in Section 3.10.4.3.1 above.

1 **CEQA Impact Determination**

2 Identical to the proposed Project, the construction of Alternative 2 would result in a
3 temporary substantial loss or diminished quality of recreational, educational, or
4 visitor-oriented opportunities, facilities, or resources. Although temporary,
5 construction of Alternative 2 would cause adverse significant impacts to many
6 recreational resources in the proposed project vicinity.

7 Mitigation Measures

8 Implement mitigation measures MM REC-1 through MM REC-7 and MM NOI-1
9 (see Section 3.9, “Noise”) as described above for the proposed Project in Section
10 3.10.4.3.1, “Mitigation Measures.”

11 Residual Impacts

12 Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section
13 3.9, “Noise”) would reduce adverse significant impacts during construction of
14 Alternative 2. However, unavoidable adverse significant impacts would occur as a
15 result of construction activities in spite of implementation of all mitigation measures.

16 **NEPA Impact Determination**

17 Identical to the proposed Project, Alternative 2 would include in-water construction
18 activities such as the cut and dredging of three new harbors, construction of a
19 waterfront promenade over waters, and additional wharf work at the Outer Harbor.
20 This work would not be done under the NEPA baseline conditions. Although
21 temporary, construction of Alternative 2 would cause adverse significant impacts to
22 many recreational resources in the proposed project vicinity.

23 Mitigation Measures

24 Implement mitigation measures MM REC-1 through MM REC-7 and MM NOI-1
25 (see Section 3.9, “Noise”) as described above for the proposed Project in Section
26 3.10.4.3.1, “Mitigation Measures.”

27 Residual Impacts

28 Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section
29 3.9, “Noise”) would reduce adverse significant impacts during construction of
30 Alternative 2. However, unavoidable adverse significant impacts would occur as a
31 result of construction activities in spite of implementation of all mitigation measures.

1 **Impact REC-1b: Operation of Alternative 2 would not result**
2 **in a substantial loss or diminished quality of recreational,**
3 **educational, or visitor-oriented opportunities, facilities, or**
4 **resources.**

5 **Operational Impacts to Existing On-Land Recreational Opportunities**

6 Operational impacts to on-land recreational opportunities are the same as those
7 described for the proposed Project as discussed in Section 3.10.4.3.1 above.

8 **Operational Impacts to Existing Water-Related Recreational**
9 **Opportunities**

10 Operational impacts to water-related recreational opportunities are the same as those
11 described for the proposed Project as discussed in Section 3.10.4.3.1 above, with the
12 exception of the Cabrillo Beach Youth Waterfront Sport Center. By placing the
13 promenade along Shoshonean Way rather than along the waterside of this facility,
14 this alternative would reduce impacts associated with use of the beach area for
15 recreation at this facility.

16 **CEQA Impact Determination**

17 Operation of Alternative 2 would not result in a permanent substantial loss or
18 diminished quality of recreational, educational, or visitor-oriented opportunities
19 facilities or resources. In fact, the operation of Alternative 2 would provide a number
20 of beneficial recreational impacts to the area including:

- 21 ■ a multipurpose waterfront promenade;
- 22 ■ three new harbors for pleasure craft (North Harbor, Downtown Harbor, 7th Street
23 Harbor);
- 24 ■ transient slips in Ports O'Call for personal watercraft;
- 25 ■ the 7th Street Pier;
- 26 ■ permanent visitor-oriented structures for the Ralph J. Scott and the S.S. Lane
27 Victory;
- 28 ■ upgraded facilities for LAMI and the TopSail Youth Program;
- 29 ■ extension of the Waterfront Red Car Line;
- 30 ■ location of the Waterfront Red Car Museum at Warehouse No. 1; and
- 31 ■ the addition of four new parks/open space, including the Town Square and
32 Downtown Civic Fountain, Fishermen's Park, Outer Harbor Park, and San Pedro
33 Park.

34 The operation of the Outer Harbor cruise terminal and berths under Alternative 2
35 would result in the same impacts as described under the proposed Project as
36 described in threshold REC-1b above. Impacts would be less than significant.

1 Mitigation Measures

2 No mitigation is required.

3 Residual Impacts

4 Impacts would be less than significant.

5 **NEPA Impact Determination**

6 Identical to the proposed Project, operation of Alternative 2 would include the
7 operation of specific in-water activities that would not be part of the NEPA baseline.
8 However, the operation of Alternative 2 would not result in a substantial loss or
9 diminished quality of recreational, educational, or visitor-oriented opportunities,
10 facilities, or resources. All of the operations associated with the following
11 Alternative 2 elements would be beneficial under NEPA, as discussed for the CEQA
12 impact determination:

- 13 ■ a multipurpose waterfront promenade;
- 14 ■ the 7th Street Pier;
- 15 ■ three new harbors for pleasure craft (North Harbor, Downtown Harbor, 7th Street
16 Harbor);
- 17 ■ transient slips in Ports O'Call for personal watercraft;
- 18 ■ wharf work to relocate Catalina Express; and
- 19 ■ permanent visitor-oriented structures for the Ralph J. Scott and the S.S. Lane
20 Victory.

21 The operation of the Outer Harbor cruise terminal and berths under Alternative 2
22 would result in the same NEPA impacts as described under the proposed Project as
23 described in threshold REC-1b above. Impacts would be less than significant.

24 Mitigation Measures

25 No mitigation is required.

26 Residual Impacts

27 Impacts would be less than significant.

28 **3.10.4.3.4 Alternative 3—Alternative Development Scenario 3**
29 **(Reduced Project)**

30 This alternative differs from the proposed Project with regards to recreation in the
31 following ways:

- 1 ■ The Waterfront Red Car Museum would be located at 7th Street.
- 2 ■ One Outer Harbor Terminal would be constructed with a cruise berth located at
- 3 Berths 45–47.
- 4 ■ Development would be reduced in Ports O’Call.

5 **Impact REC-1a: Construction of Alternative 3 would result in**
6 **a substantial loss or diminished quality of recreational,**
7 **educational, or visitor-oriented opportunities, facilities, or**
8 **resources.**

9 **Construction Impacts to Existing On-Land Recreational Opportunities**

10 The construction impacts to the on-land recreational opportunities that are the same
11 in both the proposed Project and Alternative 3 would remain the same as discussed in
12 Section 3.10.4.3.1 above. Construction activities of Alternative 3 that would affect
13 existing on-land recreational resources in a way that is slightly different than the
14 proposed Project include locating the Waterfront Red Car Museum at 7th Street and
15 reducing development at the Ports O’Call. The construction of the Waterfront Red
16 Car Museum at 7th Street would result in some additional impacts to the CCT, Bloch
17 Field, and the Waterfront Red Car Line, such as vehicle and pedestrian access, noise,
18 and parking restrictions. The reduction of development in Ports O’Call would result
19 in a slight reduction of impacts to the CCT, bike lanes, Bloch Field, and the
20 Waterfront Red Car Line, such as fewer impacts to bicycle access and noise.

21 Although these particular construction activities may be slightly different than those
22 under the proposed Project, impacts from these and other construction activities are
23 addressed in the impact analysis for the proposed Project, and impact conclusions and
24 determinations would be the same as those described under the proposed Project.
25 Therefore, the impacts to on-land recreational opportunities resulting from
26 construction of Alternative 3 would remain significant and unavoidable as described
27 in Section 3.10.4.3.1 above.

28 **Construction Impacts to Existing Water-Related Recreational**
29 **Opportunities**

30 The construction impacts to water-related recreational opportunities that are the same
31 in both the proposed Project and Alternative 3 would remain the same as discussed in
32 Section 3.10.4.3.1 above. Construction activities of Alternative 3 that would affect
33 existing water-related recreational resources in a way that is slightly different than
34 the proposed Project include constructing only one cruise terminal and berth at the
35 Outer Harbor, and reducing development at the Ports O’Call. Construction of only
36 one cruise terminal and berth at the Outer Harbor would result in a reduction of
37 impacts to recreational fishing, recreational boating, and special boating events, such
38 as fewer impacts to docking space and access, and harbor access. A reduction of
39 development in Ports O’Call would result in a reduction of impacts to recreational
40 fishing, recreational boating, special boating events, sportfishing operations, and
41 harbor cruises.

1 Although these particular construction activities may be slightly different than those
2 under the proposed Project, impacts from these and other construction activities are
3 addressed in the impact analysis for the proposed Project, and impact conclusions and
4 determinations would be the same as those described under the proposed Project.
5 Therefore, the impacts to water-related recreational opportunities resulting from the
6 construction of Alternative 3 would remain significant and unavoidable as described
7 in Section 3.10.4.3.1 above.

8 **CEQA Impact Determination**

9 Identical to the proposed Project, the construction of Alternative 3 would result in a
10 temporary substantial loss or diminished quality of recreational, educational, or
11 visitor-oriented opportunities, facilities, or resources. Although temporary,
12 construction of the proposed Project would cause adverse significant impacts to many
13 recreational resources in the proposed project vicinity.

14 Mitigation Measures

15 Implement mitigation measures MM REC-1 through MM REC-7 and MM NOI-1
16 (see Section 3.9, “Noise”) as described above for the proposed Project in Section
17 3.10.4.3.1, “Mitigation Measures.”

18 Residual Impacts

19 Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section
20 3.9, “Noise”) would reduce adverse significant impacts during construction of
21 Alternative 3. However, unavoidable adverse significant impacts would occur as a
22 result of construction activities in spite of implementation of all mitigation measures.

23 **NEPA Impact Determination**

24 Identical to the proposed Project, Alternative 3 would include in-water construction
25 activities such as the cut and dredging of three new harbors, construction of a
26 waterfront promenade over waters, and additional wharf work at the Outer Harbor.
27 This work would not be done under the NEPA baseline conditions. Although
28 temporary, construction of Alternative 3 would cause adverse significant impacts to
29 many recreational resources in the proposed project vicinity.

30 Mitigation Measures

31 Implement mitigation measures MM REC-1 through MM REC-7 and MM NOI-1
32 (see Section 3.9, “Noise”) as described above for the proposed Project in Section
33 3.10.4.3.1, “Mitigation Measures.”

34 Residual Impacts

35 Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section
36 3.9, “Noise”) would reduce adverse significant impacts during construction of

1 Alternative 3. However, unavoidable adverse significant impacts would occur as a
2 result of construction activities in spite of implementation of all mitigation measures.

3 **Impact REC-1b: Operation of Alternative 3 would not result**
4 **in a substantial loss or diminished quality of recreational,**
5 **educational, or visitor-oriented opportunities, facilities, or**
6 **resources.**

7 **Operational Impacts to Existing On-Land Recreational Opportunities**

8 Operational impacts to on-land recreational opportunities are the same as those
9 described for the proposed Project as discussed in Section 3.10.4.3.1 above.

10 **Operational Impacts to Existing Water-Related Recreational**
11 **Opportunities**

12 Operational impacts to water-related recreational opportunities are the same as those
13 described for the proposed Project as discussed in Section 3.10.4.3.1 above, with the
14 exception of the Outer Harbor Cruise terminal and berth. Alternative 3 is similar to
15 Alternative 1 in that Alternative 3 would only have one Outer Harbor Cruise terminal
16 and berth at Berths 45–47. Additionally, it is similar to Alternative 1 in that the peak
17 monthly calls would only increase by two ship calls in 2015 and 2037 to 38 calls,
18 respectively.

19 **CEQA Impact Determination**

20 Identical to the proposed Project, operation of Alternative 3 would not result in a
21 permanent substantial loss or diminished quality of recreational, educational, or
22 visitor-oriented opportunities facilities or resources. In fact, the operation of
23 Alternative 3 would provide a number of beneficial recreational impacts to the area
24 including:

- 25 ■ a multipurpose waterfront promenade;
- 26 ■ three new harbors for pleasure craft (North Harbor, Downtown Harbor, 7th Street
27 Harbor);
- 28 ■ transient slips in Ports O'Call for personal watercraft;
- 29 ■ the 7th Street Pier;
- 30 ■ permanent visitor-oriented structures for the Ralph J. Scott and the S.S. Lane
31 Victory;
- 32 ■ upgraded facilities for LAMI and the TopSail Youth Program;
- 33 ■ extension of the Waterfront Red Car Line;
- 34 ■ location of the Waterfront Red Car Museum at 7th Street; and

- 1 ■ the addition of four new parks/open space, including the Town Square and
2 Downtown Civic Fountain, Fishermen’s Park, Outer Harbor Park, and San Pedro
3 Park.

4 The operation of the Outer Harbor cruise terminal and berths under Alternative 3
5 would result in the same impacts as described under Alternative 1 as described in
6 threshold REC-1b above. Impacts would be less than significant.

7 Mitigation Measures

8 No mitigation is required.

9 Residual Impacts

10 Impacts would be less than significant.

11 **NEPA Impact Determination**

12 Identical to the proposed Project, operation of Alternative 3 would include the
13 operation of specific in-water activities that would not be part of the NEPA baseline.
14 However, the operation of Alternative 3 would not result in a substantial loss or
15 diminished quality of recreational, educational, or visitor-oriented opportunities,
16 facilities, or resources. All of the operations associated with the following
17 Alternative 3 elements would be beneficial under NEPA, as discussed for the CEQA
18 impact determination:

- 19 ■ a multipurpose waterfront promenade;
20 ■ the 7th Street Pier;
21 ■ three new harbors for pleasure craft (North Harbor, Downtown Harbor, 7th Street
22 Harbor);
23 ■ transient slips in Ports O’Call for personal watercraft;
24 ■ wharf work to relocate Catalina Express; and
25 ■ permanent visitor-oriented structures for the Ralph J. Scott and the S.S. Lane
26 Victory.

27 The operation of the Outer Harbor cruise terminal and berths under Alternative 3
28 would result in the same NEPA impacts as described under Alternative 1 as described
29 in threshold REC-1b above. Impacts would be less than significant.

30 Mitigation Measures

31 No mitigation is required.

32 Residual Impacts

33 Impacts would be less than significant.

3.10.4.3.5 Alternative 4—Alternative Development Scenario 4

This alternative differs from the proposed Project with regards to recreation in the following ways:

- The Waterfront Red Car Museum would be located at 13th Street at the bluff site, along with the Waterfront Red Car Maintenance Facility.
- There would be no North Harbor element.
- LAMI would remain in its existing location and would not be relocated to North Harbor.
- S.S. Lane Victory would be relocated to Ports O’Call instead of to the North Harbor.
- There would be no Outer Harbor Terminal or Outer Harbor wharf work.

Impact REC-1a: Construction of Alternative 4 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.

Construction Impacts to Existing On-Land Recreational Opportunities

The construction impacts to the on-land recreational opportunities that are the same in both the proposed Project and Alternative 4 would remain the same as discussed in Section 3.10.4.3.1 above. Construction activities of Alternative 4 that would affect existing on-land recreational resources in a way that is slightly different than the proposed Project include locating the Waterfront Red Car Museum at the 13th Street bluff site not constructing the North Harbor. Construction of the Waterfront Red Car Museum at the 13th Street bluff site would result in additional impacts to the CCT, Bloch Field, and Waterfront Red Car Line, such as pedestrian access and noise. Not constructing the North Harbor would result in a reduction of impacts to the CCT and Waterfront Red Car Line, such as fewer impacts to pedestrian access and noise.

Although these particular construction activities may be slightly different than those under the proposed Project, impacts from these and other construction activities are addressed in the impact analysis for the proposed Project, and impact conclusions and determinations would be the same as those described under the proposed Project. Therefore, the impacts to on-land recreational opportunities resulting from the construction of Alternative 4 would remain significant and unavoidable as described in Section 3.10.4.3.1 above.

Construction Impacts to Existing Water-Related Recreational Opportunities

The construction impacts to water-related recreational opportunities that are the same in both the proposed Project and Alternative 4 would remain the same as discussed in

1 Section 3.10.4.3.1 above. Construction activities of Alternative 4 that would affect
2 existing water-related recreational resources in a way that is slightly different than
3 the proposed Project include not constructing the North Harbor and not constructing
4 a terminal or berthing facilities at the Outer Harbor. Not constructing the North
5 Harbor would result in a reduction of impacts to the Ralph J. Scott Fireboat Museum,
6 recreational fishing, recreational boating, and special boating events, such as fewer
7 impacts to vehicle and pedestrian access, noise, parking restrictions, docking space
8 and access, and harbor access. Not constructing a terminal or berthing facilities at
9 the Outer Harbor would result in a reduction of impacts to recreational fishing,
10 recreational boating, and special boating events, such as fewer impacts to docking
11 space and access, and harbor access.

12 Although these particular construction activities may be slightly different than those
13 under the proposed Project, impacts from these and other construction activities are
14 addressed in the impact analysis for the proposed Project, and impact conclusions and
15 determinations would be the same as those described under the proposed Project.
16 Therefore, the impacts to water-related recreational opportunities resulting from the
17 construction of Alternative 4 would remain significant and unavoidable as described
18 in Section 3.10.4.3.1 above.

19 **CEQA Impact Determination**

20 Similar to the proposed Project, the construction of Alternative 4 would result in a
21 temporary substantial loss or diminished quality of recreational, educational, or
22 visitor-oriented opportunities, facilities, or resources. Although temporary,
23 construction of Alternative 4 would cause adverse significant impacts to many
24 recreational resources in the proposed project vicinity.

25 **Mitigation Measures**

26 Implement mitigation measures MM REC-1 through MM REC-7 and MM NOI-1
27 (see Section 3.9, “Noise”) as described above for the proposed Project in Section
28 3.10.4.3.1, “Mitigation Measures.”

29 **Residual Impacts**

30 Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section
31 3.9, “Noise”) would reduce adverse significant impacts during construction of
32 Alternative 4. However, unavoidable adverse significant impacts would occur as a
33 result of construction activities in spite of implementation of all mitigation measures.

34 **NEPA Impact Determination**

35 Similar to the proposed Project, Alternative 4 would include in-water construction
36 activities such as the cut and dredging of three new harbors, construction of a
37 waterfront promenade over waters, and additional wharf work at the Outer Harbor.
38 This work would not be done under the NEPA baseline conditions. Although
39 temporary, construction of the Alternative 4 would cause adverse significant impacts
40 to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement mitigation measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, “Noise”) as described above for the proposed Project in Section 3.10.4.3.1, “Mitigation Measures.”

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, “Noise”) would reduce adverse significant impacts during construction of Alternative 4. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

Impact REC-1b: Operation of Alternative 4 would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.

Operational Impacts to Existing On-Land Recreational Opportunities

Operational impacts to on-land recreational opportunities are the same as those described for the proposed Project as discussed in Section 3.10.4.3.1 above, with the exception of the CCT. Although operation of Alternative 4 would not provide the benefit of enhanced pedestrian access to the waterfront promenade in the North Harbor area, the CCT would be improved in all other areas of Alternative 4 due to enhanced pedestrian access, improved crosswalks, and greater waterfront access with 30-foot-wide pedestrian promenades. Therefore, although development of the CCT would be reduced when compared to the proposed Project, Alternative 4 would still result in a beneficial impact to the CCT.

Operational Impacts to Existing Water-Related Recreational Opportunities

Operational impacts to water-related recreational opportunities are the same as those described for the proposed Project as discussed in Section 3.10.4.3.1 above, with the exception of the S.S. Lane Victory, the L.A. Maritime Institute, and the recreational vessels impacts associated with the operation of the Outer Harbor Cruise terminal and berths.

Operation of Alternative 4 would not adversely impact the S.S. Lane Victory. After construction of Ports O’Call, the S.S. Lane Victory would be moved from Berth 94 to the Ports O’Call. This difference in location for the operation of Alternative 4 would not adversely impact the recreational experience of the S.S. Lane Victory.

Operation of Alternative 4 would not adversely impact LAMI. LAMI would remain in its existing location and would not be relocated to North Harbor. The operation of Alternative 4 would not result in a substantial loss or diminished quality of recreational experience at LAMI.

1 Operation of Alternative 4 would not adversely impact recreational vessels using the
2 existing marinas, since under Alternative 4 the Outer Harbor Cruise terminals and
3 berths would not be built or operated.

4 **CEQA Impact Determination**

5 Similar to the proposed Project, operation of Alternative 4 would not result in a
6 permanent substantial loss or diminished quality of recreational, educational, or
7 visitor-oriented opportunities facilities or resources. In fact, the operation of
8 Alternative 4 would provide a number of beneficial recreational impacts to the area
9 including:

- 10 ■ a multipurpose waterfront promenade;
- 11 ■ two new harbors for pleasure craft (Downtown Harbor, 7th Street Harbor);
- 12 ■ transient slips in Ports O'Call for personal watercraft;
- 13 ■ 7th Street Pier;
- 14 ■ permanent visitor-oriented structures for the Ralph J. Scott and the S.S. Lane
15 Victory;
- 16 ■ extension of the Waterfront Red Car Line;
- 17 ■ location of the Waterfront Red Car Museum at 13th Street; and
- 18 ■ the addition of four new parks/open space, including the Town Square and
19 Downtown Civic Fountain, Fishermen's Park, an enhanced Outer Harbor Park
20 not constrained by a cruise terminal, and San Pedro Park.

21 Mitigation Measures

22 No mitigation is required.

23 Residual Impacts

24 Impacts would be less than significant.

25 **NEPA Impact Determination**

26 Identical to the proposed Project, operation of Alternative 4 would include the
27 operation of specific in-water activities that would not be part of the NEPA baseline.
28 However, the operation of Alternative 4 would not result in a substantial loss or
29 diminished quality of recreational, educational, or visitor-oriented opportunities,
30 facilities, or resources. All of the operations associated with the following
31 Alternative 4 elements would be beneficial under NEPA, as discussed for the CEQA
32 impact determination:

- 33 ■ a multipurpose waterfront promenade;
- 34 ■ the 7th Street Pier;

- 1 ■ two new harbors for pleasure craft (Downtown Harbor, 7th Street Harbor);
- 2 ■ transient slips in Ports O'Call for personal watercraft; and
- 3 ■ wharf work to relocate Catalina Express.

4 Mitigation Measures

5 No mitigation is required.

6 Residual Impacts

7 Impacts would be less than significant.

8 **3.10.4.3.6 Alternative 5—No-Federal-Action Alternative**

9 The No-Federal-Action Alternative eliminates all of the proposed project elements
10 that would require a federal permit. The federal project consists of all harbor cuts
11 and dredging activities; removal of existing and construction of new bulk-heads,
12 wharves, pilings, piers, rock slope protection, floating docks, and promenades that
13 cover waters of the United States; and ocean disposal of dredge material. Landside
14 construction activities within 100 feet of the shoreline that would be associated with
15 activities such as dredging, filling, or other water work that would require a permit,
16 also require USACE oversight and a USACE permit. Therefore, all of the landside
17 construction activities involved with water work would be eliminated from
18 Alternative 5. This alternative differs from the proposed Project with regards to
19 recreation in the following ways:

- 20 ■ There would be no North Harbor element.
- 21 ■ There would be no Downtown Harbor.
- 22 ■ There would be no 7th Street Harbor and 7th Street Pier.
- 23 ■ There would be no waterfront promenade in the following areas: Ports O'Call,
24 City Dock No. 1, Outer Harbor, Cabrillo Beach Youth Camp, or salt marsh.
- 25 ■ None of the waterside wharf work under the proposed Project would occur.
- 26 ■ LAMI would remain in its existing location and not be relocated to the North
27 Harbor.
- 28 ■ S.S. Lane Victory would remain in its existing location at Berth 94.
- 29 ■ The Ralph J. Scott Fireboat would remain in its original location adjacent to Fire
30 Station No. 112.
- 31 ■ Catalina Express would not relocate to Berth 94 and new floating docks would
32 not be constructed (would remain at Berth 95 after “temporary” relocation from
33 Berth 96 under the China Shipping Project).
- 34 ■ There would be no Outer Harbor Cruise terminals or berths.

1 **Impact REC-1a: Construction of Alternative 5 would result in**
2 **a substantial loss or diminished quality of recreational,**
3 **educational, or visitor-oriented opportunities, facilities, or**
4 **resources.**

5 **Construction Impacts to Existing On-Land Recreational Opportunities**

6 Construction impacts to on-land recreational opportunities are the same in both the
7 proposed Project and Alternative 5 as discussed in Section 3.10.4.3.1 above, with a
8 few exceptions as discussed herein.

9 Bike Lanes

10 Construction of Alternative 5 would impact less than 5 miles of bike lanes on North
11 Harbor Boulevard from Vincent Thomas Bridge to South Crescent Avenue.
12 Construction impacts of Alternative 5 would be less than under the proposed Project
13 because the three new harbors would not be cut and the waterfront promenade would
14 not be constructed. However, the impacts related to bicycle access and construction
15 noise would continue to be significant as a result of other construction activities.
16 This construction would be generally located within 500 feet of the bike lanes on
17 North Harbor Boulevard, and would be expected to impede access to the bike lanes
18 due to the placement of construction staging areas and construction vehicle traffic.
19 Additionally, construction noise would further diminish the recreational enjoyment of
20 the bike lanes. Although temporary, significant adverse impacts would occur as a
21 result of these construction activities.

22 California Coastal Trail (CCT)

23 Similar to the proposed Project, numerous construction activities of Alternative 5
24 would result in adverse impacts to the CCT, diminishing and impeding recreational
25 enjoyment of its use. Construction impacts of Alternative 5 would be less than under
26 the proposed Project because the three new harbors would not be cut and the
27 waterfront promenade would not be constructed. However, impacts related to access
28 and construction noise would continue to be significant as a result of other
29 construction activities. These construction activities would generally occur within
30 1,000 feet of the CCT and would be expected to impede access as a result of the
31 placement of construction staging areas and the movement of construction
32 equipment, causing significant stretches of the CCT to be inaccessible at any given
33 time. Additionally, the recreational enjoyment of the CCT would be diminished as a
34 result of construction noise. Although temporary, significant adverse impacts would
35 occur as a result of these construction activities.

36 John S. Gibson Jr. Park

37 Similar to the proposed Project, construction of Alternative 5 would significantly
38 impact John S. Gibson Jr. Park. Construction impacts of Alternative 5 would be less
39 than under the proposed Project because the three new harbors would not be cut and
40 the waterfront promenade would not be constructed. However, the impacts related to

1 parking, vehicle access, pedestrian access, and construction noise would continue to
2 be significant as a result of other construction activities. These construction activities
3 would generally occur within 500 feet of the park and would be expected to impede
4 parking, vehicle access, and pedestrian access as a result of the placement of
5 construction staging areas and the movement of construction equipment.
6 Additionally, recreational enjoyment of the CCT would be diminished as a result of
7 construction noise. Although temporary, significant adverse impacts would occur as
8 a result of the upgrades to the park itself, as well as construction activities in the near
9 vicinity of the park.

10 Bloch Field

11 Several construction activities of Alternative 5 would result in adverse impacts to
12 Bloch Field, diminishing and impeding recreational enjoyment of the recreational
13 park. Construction impacts of Alternative 5 would be less than under the proposed
14 Project because the waterfront promenade would not be constructed as a part of
15 Alternative 5. However, the impacts related to parking, vehicle access, pedestrian
16 access, and construction noise would continue to be significant as a result of other
17 construction activities. These construction activities would generally occur within
18 1,000 feet of the park and would be expected to impede parking, vehicle access, and
19 pedestrian access as a result of the placement of construction staging areas and the
20 movement of construction equipment. Additionally, the recreational enjoyment of
21 the park would be diminished as a result of construction noise. Although temporary,
22 significant adverse impacts would occur as a result of construction activities in the
23 near vicinity of the park.

24 Waterfront Red Car Line

25 The expansion of the Waterfront Red Car Line as part of Alternative 5 would include
26 the construction of new extensions to City Dock #1 and Cabrillo Beach.
27 Construction impacts of Alternative 5 would be less than under the proposed Project
28 because the three harbors would not be cut and the waterfront promenade would not
29 be constructed. However, the impacts related to Waterfront Red Car access,
30 pedestrian access, and construction noise would continue to be significant as a result
31 of other construction activities. Additionally, the recreational enjoyment of the
32 Waterfront Red Car Line would be diminished as a result of construction noise.
33 Although temporary, significant adverse impacts would occur as a result of
34 construction activities in the near vicinity of the Waterfront Red Car Line.

35 **Construction Impacts to Existing Water-Related Recreational** 36 **Opportunities**

37 Alternative 5 does not include any water work or waterside enhancements; therefore,
38 those water work or waterside enhancement elements proposed under the proposed
39 Project (i.e., waterfront promenade, Outer Harbor wharf work, etc.) that would cause
40 significant construction impacts to these recreational resources would not be built
41 under Alternative 5. Construction impacts to water-related recreational opportunities
42 are the same in both the proposed Project and Alternative 5 as discussed in Section
43 3.10.4.3.1 above, with a few exceptions as discussed herein.

Ralph J. Scott Fireboat Museum

Construction of Alternative 5 would significantly impact the recreational experience of visitors to the Ralph J. Scott Fireboat Museum. Construction impacts of Alternative 5 would be less than under the proposed Project because the Downtown and North Harbors would not be cut and the waterfront promenade would not be constructed. However, construction impacts related to parking, vehicle access, pedestrian access, and construction noise would continue to be significant as a result of other construction activities. These construction activities would generally occur within 1,000 feet of the museum and would be expected to impede parking, vehicle access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Additionally, recreational enjoyment of the museum would be diminished as a result of construction noise. Although temporary, significant adverse impacts would occur as a result of construction activities in the near vicinity of the fireboat.

L.A. Maritime Museum

Construction of Alternative 5 would temporarily but significantly impact the L.A. Maritime Museum. Construction impacts of Alternative 5 would be less than under the proposed Project because the Downtown and 7th Street Harbors would not be cut. However, construction impacts related to parking, vehicle access, and pedestrian access would continue to be significant as a result of other construction activities. These construction activities would generally occur within 1,000 feet of the museum and would be expected to impede parking, vehicle access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Although temporary, significant adverse impacts would occur as a result of construction activities in the near vicinity of the museum.

L.A. Maritime Institute

Construction of Alternative 5 would temporarily but significantly impact LAMI, including the TopSail Youth Program. Construction impacts of Alternative 5 would be less than under the proposed Project because the Downtown and 7th Street Harbors would not be cut. However, construction impacts related to parking, vehicle access, and pedestrian access would continue to be significant as a result of other construction activities. These construction activities would generally occur within 1,000 feet of LAMI and would be expected to impede parking, vehicle access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Although temporary, significant adverse impacts would occur as a result of construction activities in the near vicinity of LAMI.

Cabrillo Marine Aquarium

Construction of Alternative 5 would significantly impact the Cabrillo Marine Aquarium and salt marsh. Construction impacts of Alternative 5 would be less than under the proposed Project because the salt marsh promenade would be located to the west of the waterfront. However, construction impacts related to parking, vehicle

1 access, pedestrian access, and construction noise would continue to be significant as
2 a result of other construction activities. These construction activities would generally
3 occur within 500 feet of the aquarium and salt marsh. Although visitors would still
4 be able to access the aquarium and salt marsh via the southern entrance at Steven M
5 White Drive, construction would be expected to impede parking, vehicle access, and
6 pedestrian access as a result of the placement of construction staging areas and the
7 movement of construction equipment. Additionally, recreational enjoyment of the
8 aquarium and salt marsh would be diminished as a result of construction noise.
9 Although temporary, significant adverse impacts would occur as a result of
10 construction activities in the near vicinity of the aquarium and salt marsh.

11 Cabrillo Beach

12 Construction of Alternative 5 would significantly impact Cabrillo Beach.
13 Construction impacts of Alternative 5 would be less than under the proposed Project
14 because the salt marsh promenade would be located to the west of the waterfront.
15 However, construction impacts related to parking, vehicle access, pedestrian access,
16 and construction noise would continue to be significant as a result of other
17 construction activities. These construction activities would generally occur within
18 500 feet of the beach. Although visitors would still be able to access the beach via
19 the southern entrance at Steven M White Drive, construction is expected to impede
20 parking, vehicle access, and pedestrian access as a result of the placement of
21 construction staging areas and the movement of construction equipment.
22 Additionally, recreational enjoyment of the beach would be diminished as a result of
23 construction noise. Although temporary, significant adverse impacts would occur as
24 a result of construction activities in the near vicinity of the beach.

25 Cabrillo Beach Youth Camp

26 Construction of Alternative 5 would significantly impact the Cabrillo Beach Youth
27 Camp. Construction impacts of Alternative 5 would be less than under the proposed
28 Project because the salt marsh promenade would be located to the west of the
29 waterfront. However, construction impacts related to parking, vehicle access,
30 pedestrian access, and construction noise would continue to be significant as a result
31 of other construction activities. These construction activities would generally occur
32 within 500 feet of the sports center. Although youth groups and visitors would still
33 be able to access the sports center, construction would be expected to impede
34 parking, vehicle access, and pedestrian access as a result of the placement of
35 construction staging areas and the movement of construction equipment.
36 Additionally, recreational enjoyment of the sports center would be significantly
37 diminished as a result of construction noise. Although temporary, significant adverse
38 impacts would occur as a result of construction activities in the near vicinity of the
39 sports center.

40 Recreational Fishing

41 Construction of Alternative 5 would significantly impact recreational fishing
42 opportunities provided by the open waters of the harbor. Construction impacts of
43 Alternative 5 would be less than under the proposed Project because no waterfront or

1 over-water improvements would occur. However, construction impacts related to
2 parking, vehicle access, boat ramp access, dock access, and sportfishing would
3 continue to be significant as a result of other construction activities. Although
4 recreational users would continue to be able to access the open waters of the harbor,
5 construction would be expected to impede parking for recreational users, vessel
6 access to launch ramps, and access to dock space and slips as a result of the
7 placement of construction staging areas and the movement of construction equipment
8 around the harbor. Furthermore, sportfishing operations located in Ports O'Call
9 would be impacted by development in that area. Although temporary, significant
10 adverse impacts would occur as a result of construction activities in the harbor.

11 Recreational Boating and Special Boating Events

12 Construction of Alternative 5 would significantly impact the recreational boating
13 opportunities provided by the open waters of the harbor. Construction impacts of
14 Alternative 5 would be less than under the proposed Project because no waterfront or
15 over-water improvements would occur as a part of Alternative 5. However,
16 construction impacts related to parking, vehicle access, boat ramp access, and dock
17 access would continue to be significant as a result of other construction activities.
18 Although recreational users would continue to be able to access the open waters of
19 the harbor, construction would be expected to impede parking for recreational users,
20 vessel access to launch ramps, and access to dock space and slips as a result of the
21 placement of construction staging areas and the movement of construction equipment
22 around the harbor. Although temporary, significant adverse impacts would occur as
23 a result of construction activities in the harbor.

24 **CEQA Impact Determination**

25 Similar to the proposed Project, the construction of Alternative 5 would result in a
26 temporary substantial loss or diminished quality of recreational, educational, or
27 visitor-oriented opportunities, facilities, or resources. Although temporary,
28 construction of Alternative 5 would cause adverse significant impacts to many
29 recreational resources in the proposed project vicinity.

30 Mitigation Measures

31 Implement mitigation measures MM REC-1 through MM REC-7 and MM NOI-1
32 (see Section 3.9, "Noise") as described above for the proposed Project in Section
33 3.10.4.3.1, "Mitigation Measures."

34 Residual Impacts

35 Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section
36 3.9, "Noise") would reduce adverse significant impacts during construction of
37 Alternative 5. However, unavoidable adverse significant impacts would occur as a
38 result of construction activities in spite of implementation of all mitigation measures.

1 **NEPA Impact Determination**

2 Because the No-Federal-Action Alternative is identical to the NEPA baseline, this
3 alternative would have no impact under NEPA.

4 Mitigation Measures

5 No mitigation is required.

6 Residual Impacts

7 No impacts would occur.

8 **Impact REC-1b: Operation of Alternative 5 would not result**
9 **in a substantial loss or diminished quality of recreational,**
10 **educational, or visitor-oriented opportunities, facilities, or**
11 **resources.**

12 **Operational Impacts to Existing On-Land Recreational Opportunities**

13 Operational impacts to on-land recreational opportunities are the same as those
14 described for the proposed Project as discussed in Section 3.10.4.3.1 above, with a
15 few exceptions noted herein.

16 Bike Lanes

17 Bike lanes on North Harbor Boulevard from Vincent Thomas Bridge to South
18 Crescent Avenue would be maintained as a result of Alternative 5. Unlike the
19 proposed Project, Alternative 5 would not increase the opportunities available to
20 bicyclists by adding the waterfront promenade along new harbors at the waterfront.
21 Therefore, bicyclists would not have the benefit of utilizing the waterfront
22 promenade in this area. Although there would be fewer waterfront bicycling
23 opportunities offered by Alternative 5 than those offered by the proposed Project,
24 operation of Alternative 5 would still result in a beneficial impact to users of bike
25 lanes.

26 California Coastal Trail (CCT)/Waterfront Promenade

27 Although operation of Alternative 5 would not provide the benefit of enhanced
28 pedestrian access to the waterfront promenade in the new harbor areas, the CCT
29 would be improved in many other areas of Alternative 5 due to enhanced pedestrian
30 access, improved crosswalks, and greater waterfront access with 30-foot-wide
31 pedestrian promenades. Therefore, although development of the CCT would be
32 reduced when compared to the proposed Project, Alternative 5 would still result in a
33 beneficial impact to the CCT.

Operational Impacts to Existing Water-Related Recreational Opportunities

Operational impacts to on-land recreational opportunities are the same as those described for the proposed Project as discussed in Section 3.10.4.3.1 above except as discussed herein.

Catalina Express

The operation of Alternative 5 would not adversely impact Catalina Express and would not result in a substantial loss or diminished quality of recreational experience. However, unlike the proposed Project, under Alternative 5 Catalina Express would not relocate to Berth 94, but would stay at Berth 95.

S.S. Lane Victory

Operation of Alternative 5 would not adversely impact the S.S. Lane Victory and would not result in a substantial loss or diminished quality of recreational experience. However, unlike the proposed Project, under Alternative 5 the S.S. Lane Victory would not relocate to the North Harbor and would not have a new visitors' center structure built.

Ralph J. Scott Fireboat Museum

Operation of Alternative 5 would not adversely impact the Ralph J. Scott Fireboat Museum and would not result in a substantial loss or diminished quality of recreational experience. However, unlike the proposed Project, under Alternative 5 the Ralph J. Scott Fireboat Museum would not receive the beneficial effect of relocating to the Downtown Harbor and would not have a new 10,000-square-foot museum built.

L.A. Maritime Institute

Operation of Alternative 5 would not adversely impact LAMI and would not result in a substantial loss or diminished quality of recreational experience. However, unlike the proposed Project, under Alternative 5 LAMI would not receive the beneficial effect of relocating to the North Harbor into a newly remodeled facility.

Recreational Fishing

Operation of Alternative 5 would not adversely impact the recreational opportunities provided by the open waters of the harbor and would not result in a substantial loss or diminished quality of recreational experience of visitors to the harbor. However, unlike the proposed Project, under Alternative 5 recreational fishermen would not receive the beneficial effect of increased space for personal watercraft to visit and dock.

Recreational Boating and Special Boating Events

Operation of Alternative 5 would not adversely impact the recreational opportunities provided by the open waters of the harbor and would not result in a substantial loss or diminished quality of recreational experience of visitors to the harbor. However, unlike the proposed Project, under Alternative 5 recreational boaters would not receive the beneficial effect of additional space for visiting vessels and increased space for personal watercraft to visit and dock.

CEQA Impact Determination

Similar to the proposed Project, operation of Alternative 5 would not result in a permanent substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities facilities or resources. In fact, operation of Alternative 5 would provide beneficial recreational impacts to the area including:

- a promenade (which would not be located near water cuts of the proposed Project or over the salt marsh in the Cabrillo Beach area);
- extension of the Waterfront Red Car Line; and
- the addition of four new parks/open space, including the Town Square and Downtown Civic Fountain, Fishermen’s Park, Outer Harbor Park, and San Pedro Park.

However, unlike the proposed Project, Alternative 5 would not provide many beneficial impacts associated with water-related recreational facilities, including:

- no multipurpose waterfront promenade as located near water cuts in the proposed Project or over the salt marsh in the Cabrillo Beach area;
- no new harbors for recreational boating;
- no new docking facilities;
- no relocation of the S.S. Lane Victory and LAMI;
- no wharf work to relocate Catalina Express; and
- no permanent visitor-oriented structure for the Ralph J. Scott Fireboat Museum.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

1 **NEPA Impact Determination**

2 Because the No-Federal-Action Alternative is identical to the NEPA baseline, this
3 alternative would have no impact under NEPA.

4 Mitigation Measures

5 No mitigation is required.

6 Residual Impacts

7 No impacts would occur.

8 **3.10.4.3.7 Alternative 6—No-Project Alternative**

9 Under the No-Project Alternative, no development would occur within the proposed
10 project area. LAHD would not issue any permits or discretionary approvals and
11 would take no further action to construct or permit the construction of any portion of
12 the proposed Project. The USACE would not issue any permits or discretionary
13 approvals for dredge and fill actions or for construction of wharves, and there would
14 be no significance determinations under NEPA. Under this alternative, no
15 construction impacts would occur. No environmental controls beyond those imposed
16 by local, state, and federal regulatory agencies would be implemented. The
17 following related projects and reasonably foreseeable actions would occur even if the
18 proposed Project were not approved:

- 19 ■ The Town Square project elements would be constructed as described in the
20 approved Waterfront Enhancements Project (LAHD 2007).
- 21 ■ Catalina Express would relocate to Berth 95 as a result of the approved China
22 Shipping Project, which displaces Catalina Express from Berth 96.
- 23 ■ Catalina Express would continue to share parking with the existing cruise ship
24 parking lots.
- 25 ■ The Ralph J. Scott Fireboat Museum would remain in its existing location.
- 26 ■ The 22nd Street/Miner Street parking lot would be constructed as described in
27 the approved Waterfront Enhancements Project.
- 28 ■ Harbor Boulevard and Sampson Way would remain in their existing
29 configurations.
- 30 ■ Landscape improvements would not occur along the west side of Harbor
31 Boulevard.
- 32 ■ The Waterfront Red Car Line would continue to operate along its existing
33 alignment with no expansion.

1 **Impact REC-1a: Construction of Alternative 6 would not**
2 **result in a substantial loss or diminished quality of**
3 **recreational, educational, or visitor-oriented opportunities,**
4 **facilities, or resources.**

5 As no development would occur under Alternative 6, this alternative would not result
6 in a loss or diminished quality of recreation, education, or visitor-oriented
7 opportunities, facilities, or resources in the proposed project area from construction.
8 Furthermore, since no construction along the existing waterways would take place
9 under Alternative 6, Alternative 6 would not interfere with vessel traffic lanes in the
10 Main Channel or Outer Harbor. Therefore, the No-Project alternative would not
11 preclude private watercraft recreational opportunities in the proposed project
12 vicinity.

13 **CEQA Impact Determination**

14 No impacts would occur.

15 Mitigation Measures

16 No mitigation is required.

17 Residual Impacts

18 No impacts would occur.

19 **NEPA Impact Determination**

20 This alternative is not applicable to NEPA.

21 Mitigation Measures

22 Not applicable.

23 Residual Impacts

24 Not applicable.

25 **Impact REC-1b: Operation of Alternative 6 would not result**
26 **in a substantial loss or diminished quality of recreational,**
27 **educational, or visitor-oriented opportunities, facilities, or**
28 **resources.**

29 Operation of Alternative 6 would not result in a permanent substantial loss or
30 diminished quality of recreational, educational, or visitor-oriented opportunities
31 facilities or resources. However, unlike the proposed Project, Alternative 6 would
32 not provide many beneficial impacts associated with recreational facilities, including:

- 1 ■ a multi-use waterfront promenade;
- 2 ■ three new harbors for pleasure craft (North Harbor, Downtown Harbor, 7th Street
- 3 Harbor);
- 4 ■ the 7th Street Pier;
- 5 ■ 66,500 square feet of open water and harbors for recreation vessels;
- 6 ■ permanent visitor-oriented structures for the Ralph J. Scott Fireboat and the S.S.
- 7 Lane Victory;
- 8 ■ upgraded facilities for LAMI and the TopSail Youth Program;
- 9 ■ extension of the Waterfront Red Car Line; and
- 10 ■ the addition of four new parks/open space, including the Town Square and
- 11 Downtown Civic Fountain, Fishermen’s Park, Outer Harbor Park, and San Pedro
- 12 Park.

13 Alternative 6 would have no impacts on recreational, educational, and/or visitor-

14 oriented opportunities, facilities, or resources under CEQA.

15 **CEQA Impact Determination**

16 No impacts would occur.

17 Mitigation Measures

18 No mitigation is required.

19 Residual Impacts

20 No impacts would occur.

21 **NEPA Impact Determination**

22 This alternative is not applicable to NEPA.

23 Mitigation Measures

24 Not applicable.

25 Residual Impacts

26 Not applicable.

27 **3.10.4.3.8 Summary of Impact Determinations**

28 Table 3.10-16 summarizes the CEQA and NEPA impact determinations of the

29 proposed Project and its alternatives related to recreation, as described in the detailed

1 discussion in Sections 3.10.4.3.1 through 3.10.4.3.7. This table is meant to allow
2 easy comparison between the impacts of the proposed Project and its alternatives
3 with respect to this resource. Identified impacts may be based on federal, state, and
4 City of Los Angeles significance criteria, LAHD criteria, and the scientific judgment
5 of the report preparers.

6 For each type of impact, the table describes the impact, notes the CEQA and NEPA
7 impact determinations, describes any applicable mitigation measures, and notes the
8 residual impacts (i.e., the impact remaining after mitigation). All impacts, whether
9 significant or not, are included in this table.

1 **Table 3.10-16.** Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Project and
 2 Alternatives

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.10 Recreation				
Proposed Project	REC-1a: Construction of the proposed Project would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	<p>MM REC-1. Maintain pedestrian access during construction. The LAHD and construction contractors will follow standard safety procedures to protect pedestrian traffic from construction hazards, including providing brightly colored fencing and signage indicating closures and safely directing pedestrian traffic around construction areas. This will also require coordinated construction activities such that pedestrian access can be routed around construction with a minimum increase in distance.</p> <p>MM REC-2. Maintain bicycle access during construction. The LAHD and construction contractors will provide signage notifying users of bike lanes of closure as well as signage directing users to alternative bike routes. Alternative bike lanes in the proposed project vicinity include a north-south Class II bike path along the entire length of South Gaffey Street, and an east-west Class III bike path on 9th from North Harbor Boulevard west to State Route 213. LAHD will be required to inform the public prior to commencement of construction resulting in closures or possible disruptions to bike paths. Public sources to notify will, at minimum, include the City of Los Angeles Department of Transportation Bicycle Program, and Los Angeles area bicycling groups.</p>	CEQA: Significant and unavoidable

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
			<p>MM REC-3. Maintain parking during construction. The LAHD and construction contractors will minimize parking obstructions during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to parking areas, detour signs and lane striping will direct traffic to additional off-site parking areas. LAHD will provide shuttle service to remote parking areas in the event that offsite parking areas are farther than 1 mile from existing waterfront areas and the Waterfront Red Car Line does not adequately service the offsite parking areas.</p> <p>MM REC-4. Maintain vehicle access during construction. The LAHD and construction contractors will minimize obstructions to vehicle access during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to roadways, detour signs and lane striping will safely direct traffic around construction areas. See Section 3.11, “Transportation and Circulation (Ground),” for further details on mitigation measures related to vehicle access to the proposed project site.</p> <p>MM REC-5. Maintain boat ramp access during construction. The LAHD and construction contractors will minimize obstructions to the boat ramp during construction periods by placing construction</p>	

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			<p>areas out of roadways and parking lots leading to boat ramps, where possible. In cases where the boat ramp must be closed, or access will be severely impeded due to construction activities, LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to boat ramp access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity.</p> <p>MM REC-6. Maintain access to open waters of the harbor during construction. The LAHD and construction contractors will minimize obstructions to open waters of the harbor during construction periods by placing construction staging areas out of high-traffic waterways, parking lots leading to boat ramps, and boat docks, where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to open waters of the harbor. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.</p> <p>MM REC-7. Maintain docking space and</p>	

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			<p>dock access during construction. The LAHD and construction contractors will minimize obstructions to docking space and dock access during construction periods by placing construction staging areas away from boat docks where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas and docking locations. In cases where docking space will be closed or removed and existing tenants need alternative docking space, LAHD will provide temporary docking space in the near vicinity of the proposed Project. LAHD will provide notification and signage to direct users to these temporary alternative docking areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to dock access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.</p>	
		NEPA: Significant	Mitigation Measures MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, "Noise")	NEPA: Significant and unavoidable
	REC-1b: Operation of the	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	proposed Project would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 1	REC-1a: Construction of Alternative 1 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, “Noise”)	CEQA: Significant and unavoidable
		NEPA: Significant	MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, “Noise”)	NEPA: Significant and unavoidable
	REC-1b: Operation of Alternative 1 would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 2	REC-1a: Construction of Alternative 2 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, “Noise”)	CEQA: Significant and unavoidable
		NEPA: Significant	MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, “Noise”)	NEPA: Significant and unavoidable
	REC-1b: Operation of	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	Alternative 2 would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 3	REC-1a: Construction of Alternative 3 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, "Noise")	CEQA: Significant and unavoidable
		NEPA: Significant	MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, "Noise")	NEPA: Significant and unavoidable
	REC-1b: Operation of Alternative 3 would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 4	REC-1a: Construction of Alternative 4 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, "Noise")	CEQA: Significant and unavoidable
		NEPA: Significant	MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, "Noise")	NEPA: Significant and unavoidable
	REC-1b: Operation of Alternative 4 would not	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 5	REC-1a: Construction of Alternative 5 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7 and MM NOI-1 (see Section 3.9, "Noise")	CEQA: Significant and unavoidable
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	REC-1b: Operation of Alternative 5 would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
Alternative 6	REC-1a: Construction of Alternative 6 would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
	REC-1b: Operation of	CEQA: No impact	No mitigation is required.	CEQA: No impact

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	Alternative 6 would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	NEPA: Not applicable	Not applicable	NEPA: Not applicable
<p><i>Notes:</i></p> <p>* Impact descriptions for each of the alternatives are the same as for the proposed Project, unless otherwise noted.</p> <p>† The term <i>not applicable</i> is used in cases where a particular impact is not identified as a CEQA- or NEPA-related issue in the threshold of significance criteria, or where there is no federal action requiring a NEPA determination of significance.</p>				

1 3.10.4.4 Mitigation Monitoring

2 **Table 3.10-17.** Mitigation Monitoring for Recreational Resources

Impact REC-1a: Construction of the proposed Project would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. (Also applies to Impact REC-1a for Alternatives 1–5.)	
Mitigation Measure	MM REC-1. Maintain pedestrian access during construction. The LAHD and construction contractors will follow standard safety procedures to protect pedestrian traffic from construction hazards, including providing brightly colored fencing and signage indicating closures and safely directing pedestrian traffic around construction areas. This will also require coordinated construction activities such that pedestrian access can be routed around construction with a minimum increase in distance.
Timing	During construction
Methodology	The LAHD’s contractor will prepare a vehicle traffic and access control plan prior to initiating construction that will detail methods to maintain traffic, bicycle, and pedestrian access, as well as adequate parking for commercial and service businesses operating within the vicinity of construction activities. The plan will include provisions for signage, detours, information announcements, temporary parking areas, staging areas, and other means to minimize disruption of access and parking. This requirement will be included in construction specifications to ensure it is implemented and enforced.
Responsible Parties	LAHD Engineering Division; LAHD Construction Division
Mitigation Measure	MM REC-2. Maintain bicycle access during construction. The LAHD and construction contractors will provide signage notifying users of bike lanes of closure as well as signage directing users to alternative bike routes. Alternative bike lanes in the proposed project vicinity include a north-south Class II bike path along the entire length of South Gaffey Street, and an east-west Class III bike path on 9 th from North Harbor Boulevard west to State Route 213. LAHD will be required to inform the public prior to commencement of construction resulting in closures or possible disruptions to bike paths. Public sources to notify will, at minimum, include the City of Los Angeles Department of Transportation Bicycle Program, and Los Angeles area bicycling groups.
Timing	During construction
Methodology	The LAHD’s contractor will prepare a vehicle traffic and access control plan prior to initiating construction that will detail methods to maintain traffic, bicycle, and pedestrian access, as well as adequate parking for commercial and service businesses operating within the vicinity of construction activities. The plan will include provisions for signage, detours, information announcements, temporary parking areas, staging areas, and other means to minimize disruption of access and parking. This requirement will be included in construction specifications to ensure it is implemented and enforced.
Responsible Parties	LAHD Engineering Division; LAHD Construction Division
Mitigation Measure	MM REC-3. Maintain parking during construction. The LAHD and construction contractors will minimize parking obstructions during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to parking areas, detour signs and lane striping will direct traffic to additional off-site parking areas. LAHD will provide shuttle service to remote parking areas in the event that offsite parking areas are farther than 1 mile from existing waterfront areas and the Waterfront Red Car Line does not adequately service the offsite parking areas.

Timing	During construction
Methodology	The LAHD's contractor will prepare a vehicle traffic and access control plan prior to initiating construction that will detail methods to maintain traffic, bicycle, and pedestrian access, as well as adequate parking for commercial and service businesses operating within the vicinity of construction activities. The plan will include provisions for signage, detours, information announcements, temporary parking areas, staging areas, and other means to minimize disruption of access and parking. This requirement will be included in construction specifications to ensure it is implemented and enforced.
Responsible Parties	LAHD Engineering Division; LAHD Construction Division
Mitigation Measure	MM REC-4. Maintain vehicle access during construction. The LAHD and construction contractors will minimize obstructions to vehicle access during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to roadways, detour signs and lane striping will safely direct traffic around construction areas. See Section 3.11, "Transportation and Circulation (Ground)," for further details on mitigation measures related to vehicle access to the proposed project site.
Timing	During construction
Methodology	The LAHD's contractor will prepare a vehicle traffic and access control plan prior to initiating construction that will detail methods to maintain traffic, bicycle, and pedestrian access, as well as adequate parking for commercial and service businesses operating within the vicinity of construction activities. The plan will include provisions for signage, detours, information announcements, temporary parking areas, staging areas, and other means to minimize disruption of access and parking. This requirement will be included in construction specifications to ensure it is implemented and enforced.
Responsible Parties	LAHD Engineering Division; LAHD Construction Division
Mitigation Measure	MM REC-5. Maintain boat ramp access during construction. The LAHD and construction contractors will minimize obstructions to the boat ramp during construction periods by placing construction areas out of roadways and parking lots leading to boat ramps, where possible. In cases where the boat ramp must be closed, or access will be severely impeded due to construction activities, LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to boat ramp access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity.
Timing	During construction
Methodology	The LAHD's contractor will prepare a vessel traffic and access control plan prior to initiating construction that will detail methods to maintain vessel access to harbor waters, docking space, and the boat ramp at Cabrillo Beach. The plan will include provisions for information announcements, temporary parking areas, staging areas, and other means to minimize disruption of access. This requirement will be included in construction specifications to ensure it is implemented and enforced.
Responsible Parties	LAHD Engineering Division; LAHD Construction Division
Mitigation Measure	MM REC-6. Maintain access to open waters of the harbor during construction. The LAHD and construction contractors will minimize obstructions to open waters of the harbor during construction periods by placing construction staging areas out of high-traffic waterways, parking lots leading to boat ramps, and boat docks, where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to open waters of the harbor. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training

	for the public, specifically with respect to safe navigation around construction activities.
Timing	During construction
Methodology	The LAHD's contractor will prepare a vessel traffic and access control plan prior to initiating construction that will detail methods to maintain vessel access to harbor waters, docking space, and the boat ramp at Cabrillo Beach. The plan will include provisions for information announcements, temporary parking areas, staging areas, and other means to minimize disruption of access. This requirement will be included in construction specifications to ensure it is implemented and enforced.
Responsible Parties	LAHD Engineering Division; LAHD Construction Division
Mitigation Measure	MM REC-7. Maintain docking space and dock access during construction. The LAHD and construction contractors will minimize obstructions to docking space and dock access during construction periods by placing construction staging areas away from boat docks where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas and docking locations. In cases where docking space will be closed or removed and existing tenants need alternative docking space, LAHD will provide temporary docking space in the near vicinity of the proposed Project. LAHD will provide notification and signage to direct users to these temporary alternative docking areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to dock access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.
Timing	During construction
Methodology	The LAHD's contractor will prepare a vessel traffic and access control plan prior to initiating construction that will detail methods to maintain vessel access to harbor waters, docking space, and the boat ramp at Cabrillo Beach. The plan will include provisions for information announcements, temporary parking areas, staging areas, and other means to minimize disruption of access. This requirement will be included in construction specifications to ensure it is implemented and enforced.
Responsible Parties	LAHD Engineering Division; LAHD Construction Division
Mitigation Measure	MM NOI-1. See Section 3.9, "Noise."
Residual Impacts for Impact REC-1a	Significant

1

2 3.10.5 Significant Unavoidable Impacts

3 Construction of the proposed Project and Alternatives 1 through 5 would result in a
4 substantial loss or diminished quality of recreational, educational, or visitor-oriented
5 opportunities, facilities, or resources. Construction would affect existing recreational
6 facilities and recreators' experiences. While enhancements would be beneficial in
7 the long-term, impacts would be significant due to the magnitude and duration of
8 construction activities within the project area. Implementation of Mitigation
9 Measures (MM REC-1, MM REC-2, MM REC-3, MM REC-4, MM REC-5, MM
10 REC-6, and MM REC-7) would reduce impacts, but not to less than significant
11 levels.

12