3.11 RECREATION

3.11.1 Introduction

This section describes the environmental setting for recreational resources within the PMPU area, identifies applicable regulations, and analyzes the potential impacts that could result from implementing the proposed Program. Mitigation measures and the significance of impacts after mitigation also are described.

3.11.2 Environmental Setting

3.11.2.1 PMPU Area

The on-land and water-related parks and recreational facilities located in the PMPU area are shown in Figures 3.11-1 and 3.11-2, respectively, and discussed in the following sections.

3.11.2.1.1 Parks and Recreational Facilities

The following parks and recreational facilities are located within or adjacent to the PMPU area.

- **Los Angeles Waterfront.** The Los Angeles Waterfront includes over 500 acres of recreational and visitor-serving commercial uses in San Pedro and Wilmington, providing public access to the waterfront. The San Pedro side of the Los Angeles Waterfront stretches from the Vincent Thomas Bridge to Cabrillo Beach. When complete, the San Pedro Waterfront will include 8 miles of continuous waterfront promenade, recreational harbors, bike paths, parks, and museums, including the *U.S.S. Iowa* (Section 3.11.2.1.2, Museums). The area includes Ports O’Call Village, located at Berths 75-83, a 15-acre plaza situated along the Main Channel that includes gift shops, restaurants, and is the departure point for harbor tours, dinner cruises, and whale watching excursions. Construction of the San Pedro Waterfront project is expected to be completed in 2037 (USACE and LAHD 2009). The Wilmington Waterfront portion is a 30-acre park located between “C” Street and Harry Bridges Boulevard. The park includes a pedestrian and bicycle path along El Paseo Promenade, an iconic pedestrian bridge among a series of, pedestrian bridges, performance venues (Main Plaza, East Pavilion, and West Pavilion), and a water park and play center (Splash Fountain).
Figure 3.11-1. On-Land Park and Recreational Facilities
Figure 3.11-2. Water-Related Park and Recreational Facilities
Knoll Hill, in San Pedro, located near the Vincent Thomas Bridge on Front Street, includes three baseball fields and an off-leash dog park.

Gateway Plaza/Fanfare Fountains & Water Features, located at Swinford and Harbor Boulevard at the entrance of the Harbor Boulevard Parkway Promenade, includes the largest water feature in California. The main two fountains are synchronized to music and lights. North of the two main fountains is a reflection pool, an interactive fountain, and plaza at Second Street and Harbor Boulevard.

John S. Gibson Jr. Park is located on S. Harbor Boulevard between 5th and 6th Streets 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 2012).

San Pedro Plaza Park is located at 700 S. Beacon Street in San Pedro. This is a long, narrow park along the east side of Beacon Street Bluff, extending along the central San Pedro waterfront.

The Waterfront Red Car Line is a 1.5 mile historic trolley line that serves the attractions along the San Pedro waterfront, including stops at the Inner Harbor Cruise Terminal, 6th Street Downtown at Harbor Boulevard, Ports O’Call, and 22nd Street Marina at Miner Street. Extension of the Red Car line, and related parking improvements, are part of the future construction of the approved San Pedro Waterfront Project (Chapter 4.0, Cumulative Analysis).

Bloch Field is located on the east side of Harbor Boulevard, by 16th Street and Resent 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.

22nd Street Park is an 18-acre park adjacent to Crescent and 22nd Streets in San Pedro. The park offers walking and biking trails, shade trees, open meadows with native vegetation, two bocce ball courts, restrooms, ample parking, and over 4 acres of grass area for recreation (Port 2012a).

The Cabrillo Beach Recreational Complex is located along the southwestern boundary of the Port and includes Cabrillo Beach, Cabrillo Beach Bathhouse, Cabrillo Beach Youth Waterfront Sports Center (serves nonprofit organizations and provides aquatic activities, overnight camping facilities, and educational programs), Cabrillo Way Marina, and the Cabrillo Marine Aquarium. The Doubletree Hotel San Pedro is located nearby. Cabrillo Beach has a unique configuration that gives it two distinct sides: Outer Cabrillo Beach and Inner Cabrillo Beach. Outer Cabrillo Beach, which is not LAHD property, is exposed to the open ocean (i.e., not protected by the harbor breakwater). It is used for swimming, scuba diving, wind surfing, fishing, whale watching, and kite surfing. The Inner Beach, which is located within the San Pedro Breakwater, is used for sunbathing, beachcombing, windsurfing, swimming, volleyball, and wading.

The California Coastal Trail (CCT) is a network of public trails for hikers, bikers, equestrians, and others, that, when complete, will stretch along the California coastline from Oregon to Mexico and cover over 1,200 miles. The CCT is intended to make the whole California coastline accessible to the public (CCT 2012). A portion of the CCT is proposed to pass through Los Angeles Harbor from Point Fermin to the Dominguez Channel, generally following the coastal zone border (Figure 3.11-1).
3.11.2.1.2 Museums

- **S.S. Lane Victory** is a historic Merchant Marine vessel that is nationally recognized as a historic landmark and serves as a museum and memorial to the service of Merchant Marine sailors and Navy Armed Guardsmen. The ship served with distinction during World War II, Korean War, Vietnam War, and during times of peace as part of the merchant fleet.

- **U.S.S. Iowa Battleship** is a 70-year old battleship that serves as a museum. It is located at Berth 87.

- **Ralph J. Scott Fireboat** is a classic fireboat that was retired in 2003 and designated as a national historic landmark. It is located behind Fire Station 112. A museum building will be integrated into the downtown harbor in the future.

- **Los Angeles Maritime Institute**, located at Berth 73, supports the TopSail Youth program that provides educational venues aboard the institute’s sailing vessels.

- **Los Angeles Maritime Museum**, located in the San Pedro Municipal Ferry Terminal at Berth 84, is in the NRHP, and provides historical information on the fishing industry, tall ships, commercial shipping, and the U.S. Navy, Merchant Marines, and recreational sailing.

3.11.2.1.3 Water-Related Recreational Facilities and Activities

**Recreational Fishing**

Recreational fishing is an important activity within the Outer Harbor area of the Port and San Pedro Bay. Fishing occurs most frequently at the Cabrillo Beach Fishing Pier along the San Pedro Breakwater, near the Los Angeles side of the Middle Breakwater and the area at the bottom of Point Fermin Park, and offshore. Offshore sport fishing and charter opportunities are available through the Port. Sport fishing facilities within the Port are located at Berth 79 and offer a variety of deep-sea and barge fishing opportunities (SanPedro.com 2012). The 22nd Street Landing is the major commercial sport fishing facility, offering year-round services and operating a fleet of seven vessels.

**Marinas**

Within the Port there are 15 marinas, providing approximately 3,800 slips for recreational boats (Table 3.11-1). Sailing, boating, scuba diving, fishing, water skiing, swimming, sightseeing, and waterside entertainment are common recreational activities inside the San Pedro Breakwater and Middle Breakwater.

### Table 3.11-1. Small Craft Marinas in the PMPU Area

<table>
<thead>
<tr>
<th>Marina Name</th>
<th>Location</th>
<th>Number of Slips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Al Larson Marina</td>
<td>Berth 258</td>
<td>128</td>
</tr>
<tr>
<td>Cabrillo Beach Yacht Club</td>
<td>Berth 35</td>
<td>184</td>
</tr>
<tr>
<td>Cabrillo Way Marina</td>
<td>Berths 42-43</td>
<td>697</td>
</tr>
<tr>
<td>California Yacht Marina-Cabrillo Marina</td>
<td>Berths 29-33</td>
<td>885</td>
</tr>
<tr>
<td>California Yacht Marina</td>
<td>Berth 202</td>
<td>266</td>
</tr>
</tbody>
</table>
Table 3.11-1. Small Craft Marinas in the PMPU Area

<table>
<thead>
<tr>
<th>Marina Name</th>
<th>Location</th>
<th>Number of Slips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cerritos Yacht Anchorage</td>
<td>Berth 205</td>
<td>90</td>
</tr>
<tr>
<td>Holiday Harbor-Feliz Brothers</td>
<td>Berth 34</td>
<td>300</td>
</tr>
<tr>
<td>Holiday Harbor</td>
<td>Berth 201</td>
<td>169</td>
</tr>
<tr>
<td>Island Yacht Anchorage #1</td>
<td>Berth 205</td>
<td>22</td>
</tr>
<tr>
<td>Island Yacht Anchorage #2</td>
<td>Berth 200X</td>
<td>116</td>
</tr>
<tr>
<td>Leeward Bay Marina</td>
<td>Berth 201</td>
<td>190</td>
</tr>
<tr>
<td>Lighthouse Yacht Landing</td>
<td>Berth 205</td>
<td>70</td>
</tr>
<tr>
<td>San Pedro Marina</td>
<td>Berth 80</td>
<td>85</td>
</tr>
<tr>
<td>Yacht Centre-Newmarks</td>
<td>Berth 204</td>
<td>250</td>
</tr>
<tr>
<td>Yacht Haven Marina</td>
<td>Berth 202</td>
<td>165</td>
</tr>
</tbody>
</table>

3.11.3 Applicable Regulations

The only regulations that apply to recreation are state and local regulations. There are no applicable federal regulations.

3.11.3.1 State Regulations

3.11.3.1.1 California Coastal Act

The CCA of 1976 identifies a number of policies pertaining to recreation. However, Section 30220, which states that coastal areas suited for water-oriented recreational activities shall be protected if such uses cannot be readily provided at inland water areas, is the only policy applicable to the proposed Program.

3.11.3.2 Local Regulations

3.11.3.2.1 San Pedro Community Plan

The Port is not part of the San Pedro Community Plan (City of Los Angeles 1999a) area. However, the San Pedro Community Plan seeks to coordinate Port-related land uses with those of the community plan area. Therefore, the following recreational policies of the San Pedro Community Plan planning area pertain to recreation in the Port.

Policy 6-3.1 states that existing coastal-oriented recreational facilities should be maintained, developed, and expanded where needed to provide local as well as regional access to and enjoyment of San Pedro’s unique coastal resources.

Policy 19-1.1 states that the Cabrillo Beach and West Channel areas of the Port should be devoted to public recreation, commercial sport fishing, and recreational boating facilities. The Port of Los Angeles Plan (City of Los Angeles 1982) and PMP designate these locations for recreational uses.
Policy 19-1.2 states that the West Bank of the main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port should be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industry, and such general cargo and container hauling (hauling) facilities as would not create or add to significant traffic congestion problems on Harbor Boulevard which may result from the generation of additional railroad or industrial traffic. The Port of Los Angeles Plan and PMP designate the West Bank of the Main Channel and the East Channel for commercial, recreational, commercial fishing and non-hazardous cargo operations and support activities.

Policy 19-2.3 states that the Port should commit resources toward providing public amenities (commercial, recreational, and service oriented) that will benefit the San Pedro community, consistent with the State Tidelands Grant, the CCA of 1976, and the City Charter. The World Port Plaza community building at Fifth Street and Harbor Boulevard provides a location for community activities. In addition, the West Channel area of the Port is designated for recreational uses under the Port of Los Angeles Plan and includes Cabrillo Beach, Cabrillo Marina, and the Watchom Basin.

**3.11.3.2.2 Wilmington-Harbor City Community Plan**

The Port is not part of the Wilmington-Harbor City Community Plan (City of Los Angeles 1999b) area. However, this plan seeks to coordinate Port-related land uses with those of the community plan area. Therefore, the Wilmington-Harbor City Community Plan contains the following recreational policies that pertain to recreation in the Port.

Policy 18-2.2 states that the Port should commit resources toward providing public amenities (commercial, recreational, and service-oriented) that will benefit the Wilmington community, consistent with the State Tidelands Grant, the CCA of 1976, and the City Charter. The Banning’s Landing Community Center at the foot of Avalon Boulevard provides a location for community activities. In addition, a substantial portion of the Cerritos Channel area of the Port supports recreational uses. Approximately 40 acres of land and water are currently developed for marina-related activities and 40 adjacent acres east of the marina are designated for recreational uses under the Port of Los Angeles Plan, when oil extraction at this location has ceased.

Policy 19-1.5 states that public access and viewing areas should be provided for the public enjoyment and education of the coastal zone environment, including access to and viewing of recreational and industrial activities in the Port of Los Angeles consistent with public safety, efficient Port operation, and the CCA.

**3.11.3.2.3 Controlled Navigation Areas**

The Los Angeles Board of Harbor Commissioners added Controlled Navigation Areas (CNAs) to Tariff No. 4, and an amendment that restricts entry of recreational boats into certain areas of the Port without a permit issued by the Port Police. CNAs ensure navigational safety of large commercial vessels by reducing nonessential boating traffic while increasing waterside security by limiting access to commercial or permitted vessels (Port 2012b). The purpose of the CNAs is to exercise a level of
control over the recreational vessels using the harbor and to control waterside access
to facilities. The CNAs are a component of a larger program involving signs,
shoreside and waterside cameras, and an increased waterborne presence by the Port
Police. The goal of the program is to deter pier-side incursions to commercial
facilities, or attacks on large vessels or cruise ships by small vessels.

The Pier 300 Chanel is designated as a CNA; therefore, unpermitted recreational
vessels are restricted from the area (Port 2012b).

3.11.4 Impacts and Mitigation Measures

3.11.4.1 Methodology

The analysis evaluates impacts on recreational resources resulting from proposed
land use changes and construction and operations of the proposed appealable/fill
projects under the proposed Program.

3.11.4.2 Thresholds of Significance

The L.A. CEQA Thresholds Guide (City of Los Angeles 2006) is the basis for the
following significance criteria and for evaluating the significance of impacts on
recreation resulting from the proposed Program. Recreation impacts would be
significant under the following conditions:

REC-1: The proposed Program would increase the use of existing neighborhood
and regional parks or other recreational facilities such that substantial
physical deterioration of the facilities would occur or be accelerated; or,

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

3.11.4.3 Impacts and Mitigation

Impact REC-1: The proposed Program would not increase the use
of existing neighborhood and regional parks or other recreational
facilities such that substantial physical deterioration of the
facilities would occur or be accelerated.

Planning Area 2

Construction

Construction of the Yang Ming Terminal Redevelopment, China Shipping Fill, and
Berths 187-189 Liquid Bulk Relocation projects and associated land use changes in
Planning Area 2 would not increase use of or demand for neighborhood parks. This is
because these projects are not expected to result in substantial in-migration or
relocation of construction employees to satisfy the need for increased temporary,
construction-related employment (Section 7.3, Effects Related to Socioeconomics
and Environmental Quality). Since construction of the proposed appealable/fill projects would not increase use of existing recreational facilities, these projects would not indirectly accelerate the physical deterioration of facilities.

**Operations**

Operation of the Yang Ming Terminal Redevelopment, China Shipping Fill, and Berths 187-189 Liquid Bulk Relocation projects and associated land use changes in Planning Area 2 would not generate substantial new demand for recreational or park services that would in turn result in a substantial physical deterioration or expansion of existing park or recreational facilities. In addition, land use changes associated with the Berth 187-189 Liquid Bulk Relocation Project (i.e., replacing an existing liquid area with open space uses) would result in additional open space that would reduce future pressures on existing recreational resources within Planning Area 2. Therefore, operation of the proposed appealable/fill projects and land use changes would not result in direct or indirect deterioration of recreational parks or other recreational facilities.

**Planning Area 3**

**Construction**

Construction of the Berth 300 Development Project and associated land use change would not result in substantial in-migration or relocation of construction employees to satisfy the need for increased temporary, construction-related employment (Section 7.3, Effects Related to Socioeconomics and Environmental Quality). Therefore, this proposed appealable/fill project and associated land use change is not expected to substantially increase demand for recreational facilities or result in direct or indirect deterioration of existing neighborhood and recreational parks or other recreational facilities in Planning Area 3. Similarly, the other land use changes in Planning Area 3 (e.g., converting Berths 206-209 and 210-211 to mixed use, converting break bulk and vacant land to container area or dry bulk, converting vacant land to maritime support, replacing the existing ExxonMobil liquid bulk area with container cargo uses, changing vacant land, commercial fishing, and industrial areas near Fish Harbor to container cargo uses, and converting existing maritime support uses at the Berth 301 optional land use site to liquid bulk or container cargo uses) are not expected to substantially increase demand for recreational facilities that would result directly or indirectly in deterioration of parks or other recreational facilities in Planning Area 3.

**Operations**

Operation of the Berth 300 Development Project and other land use changes in Planning Area 3 would not increase the demand on existing demand on recreational facilities because the Program would not result in population increases or restrict the use of existing facilities.
Planning Area 4

Construction

Construction of the Tri Marine Expansion, 338 Cannery Street Adaptive Reuse, and Al Larson Marina projects and other land use changes in Planning Area 4 (i.e., converting vacant land at Southwest Marine Shipyards to maritime support and break bulk and replacing vacant land, commercial fishing, liquid bulk, and institutional land uses at Fish Harbor with commercial fishing and maritime support) are not expected to result in either in-migration or relocation of construction employees.

The Tri Marine Expansion and 338 Cannery Street Adaptive Reuse projects and associated land use changes would not increase the demand for recreational facilities or use of selected facilities by restricting access to other existing facilities. However, the Al Larson Marina Project could restrict water-related recreational opportunities (e.g., recreational boating) in this portion of Fish Harbor during construction. This temporary restriction would not place greater demand or accelerate deterioration of other marina facilities in the Port. Therefore, construction of the proposed appealable/fill projects is not expected to substantially increase demand for recreational facilities or accelerate deterioration of existing resources.

Operations

Operation of the Tri Marine Expansion and 338 Cannery Street Adaptive Reuse projects would not increase the demand on existing recreational facilities because these projects would not result in an increase in the local population or restrict access to existing resources. Similarly, land use changes in Planning Area 4 would not affect the demand for or condition of recreational facilities. However, the Al Larson Marina Project could remove approximately 125 boat slips at Berths 257-258 to allow for the expansion of the existing boatyard located directly north of the marina. This would result in a reduction in the number of slips available to recreational boaters. A marina facilities analysis would be completed to determine the demand for additional boat slips and whether new slips would need to be constructed prior to expansion of the boatyard located directly north of the marina. Boat owners displaced by this project would need to use other facilities within or outside of the Port. This would not necessarily result in increased use or promote deterioration of marina facilities in other areas of the Port because marina use typically is limited by the number of available slips rather than the number of boaters interested in accessing the marina. Overall, the proposed land use changes would result in a net increase of 24 acres of recreational boating area (Table 2.5-5).

Impact Determination

Construction

Construction activities associated with the PMPU would not increase demands on existing recreational resources or result in direct or indirect deterioration of recreation facilities because the proposed appealable/fill projects and land use changes would not result in population growth or focus use on selected facilities by restricting the use of other facilities. Accordingly, impacts to recreational resources would be less than significant.
Operations

Operation of the Berths 187-189 Liquid Bulk Relocation, Yang Ming Terminal Redevelopment, China Shipping Fill, Berth 300 Development, Tri Marine Expansion and 338 Cannery Street Adaptive Reuse projects would not increase the demand on existing recreational facilities. As discussed above, the effect of the potential loss of approximately 125 slips associated with the Al Larson Marina Project would not be expected to result in deterioration of other facilities. Accordingly, operations associated with the proposed appealable/fill projects and land use changes under the proposed Program would result in less than significant impacts to recreation.

Mitigation Measures

No mitigation is required.

Residual Impacts

Residual impacts would be less than significant.

Impact REC-2: The proposed Program would not include recreational facilities or require the construction or expansion of recreational facilities that could have an adverse physical effect on the environment.

Planning Area 2

Construction

The Yang Ming Terminal Redevelopment, China Shipping Fill, and Berths 187-189 Liquid Bulk Relocation projects and land use changes in Planning Area 2 would not construct new recreational facilities or expand existing facilities. Land use changes associated with the Berth 187-189 Liquid Bulk Relocation would convert an area currently used as liquid bulk to open space. Details on specific construction activities required to convert this parcel to open space are currently not available. Construction activities related to land use changes that require grading, trenching, excavation, and other ground-disturbing activities could result in temporary, adverse physical effects on the environment. Effects to air quality, water quality, soils and groundwater, noise, cultural resources, and utilities from these activities are addressed in the corresponding resource sections to the extent that adequate information is available for analysis.

Operations

Operation of the Yang Ming Terminal Redevelopment, China Shipping Fill, and Berths 187-189 Liquid Bulk Relocation projects and associated land use changes in Planning Area 2 would not require constructing new recreational facilities or modifying existing facilities. Therefore, operations would not result in actions to recreational facilities that would have physical effects on the environment.
Planning Area 3

Construction

The Berth 300 Development Project and land use changes in Planning Area 3 would not construct new recreational facilities or expand existing facilities. Therefore, construction activities would not result in actions to recreational facilities that would have physical effects on the environment.

Operations

Operation of the Berth 300 Development Project and other land use changes in Planning Area 3 would not require constructing new recreational facilities or modifying existing facilities. Therefore, operations would not result in actions to recreational facilities that would have physical effects on the environment.

Planning Area 4

Construction

Construction of the Tri Marine Expansion, 338 Cannery Street Adaptive Reuse, and Al Larson Marina projects and land use changes in Planning Area 4 would not include or require building new recreational facilities or modifying existing facilities. Therefore, construction activities associated with these projects and land use changes would not result in adverse physical effects on the environment. The Al Larson Marina Project would not construct new facilities but it would remove existing pilings and dock structures, which could result in temporary and localized impacts to water quality (Section 3.14, Water Quality, Sediments, and Oceanography).

Operations

Operation of the Tri Marine Expansion, 338 Cannery Street Adaptive Reuse, and Al Larson Marina projects and other land use changes in Planning Area 4 would not build new recreational facilities or modify existing facilities. Therefore, operations would not result in actions to recreational facilities that would have physical effects on the environment.

Impact Determination

Construction

None of the proposed appealable/fill projects currently include plans for constructing recreational facilities. One of the proposed land use changes (i.e., replacing the existing liquid bulk terminal at Berth 187-189 with open space uses [Planning Area 2]) would convert existing uses to open space. Details of these land use conversions are currently not available. However, minor construction activities associated with these changes would not result in adverse physical effects on the environment and impacts would be less than significant.
Operations

Operation of the proposed appealable/fill projects and land use changes associated with the proposed Program would result in less than significant impacts to recreation.

Mitigation Measures

No mitigation is required.

Residual Impacts

Residual impacts would be less than significant.

3.11.5 Summary Impact Determination

Table 3.11-2 summarizes the impact determinations of the proposed Program related to recreation. Identified potential impacts are based on federal, state, and City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

For each type of potential impact, the table describes the impact, notes the impact determination, describes any applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in the table.

Table 3.11-2. Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Program

<table>
<thead>
<tr>
<th>Environmental Impacts</th>
<th>Impact Determination</th>
<th>Mitigation Measures</th>
<th>Impact after Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REC-1: Construction of the proposed Program would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
<tr>
<td>REC-2: Construction of the proposed Program would not include recreational facilities or require the construction or expansion of recreational facilities that could have an adverse physical effect on the environment.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
<tr>
<td><strong>Operations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REC-1: Operation of the proposed Program would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
</tbody>
</table>
Table 3.11-2. Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Program

<table>
<thead>
<tr>
<th>Environmental Impacts</th>
<th>Impact Determination</th>
<th>Mitigation Measures</th>
<th>Impact after Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>REC-2: Operation of the proposed Program would not include recreational facilities or require the construction or expansion of recreational facilities that could have an adverse physical effect on the environment.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
</tbody>
</table>

3.11.6 Significant Unavoidable Impacts

No significant unavoidable impacts to recreation would occur as a result of implementation of the proposed Program.