

# 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).

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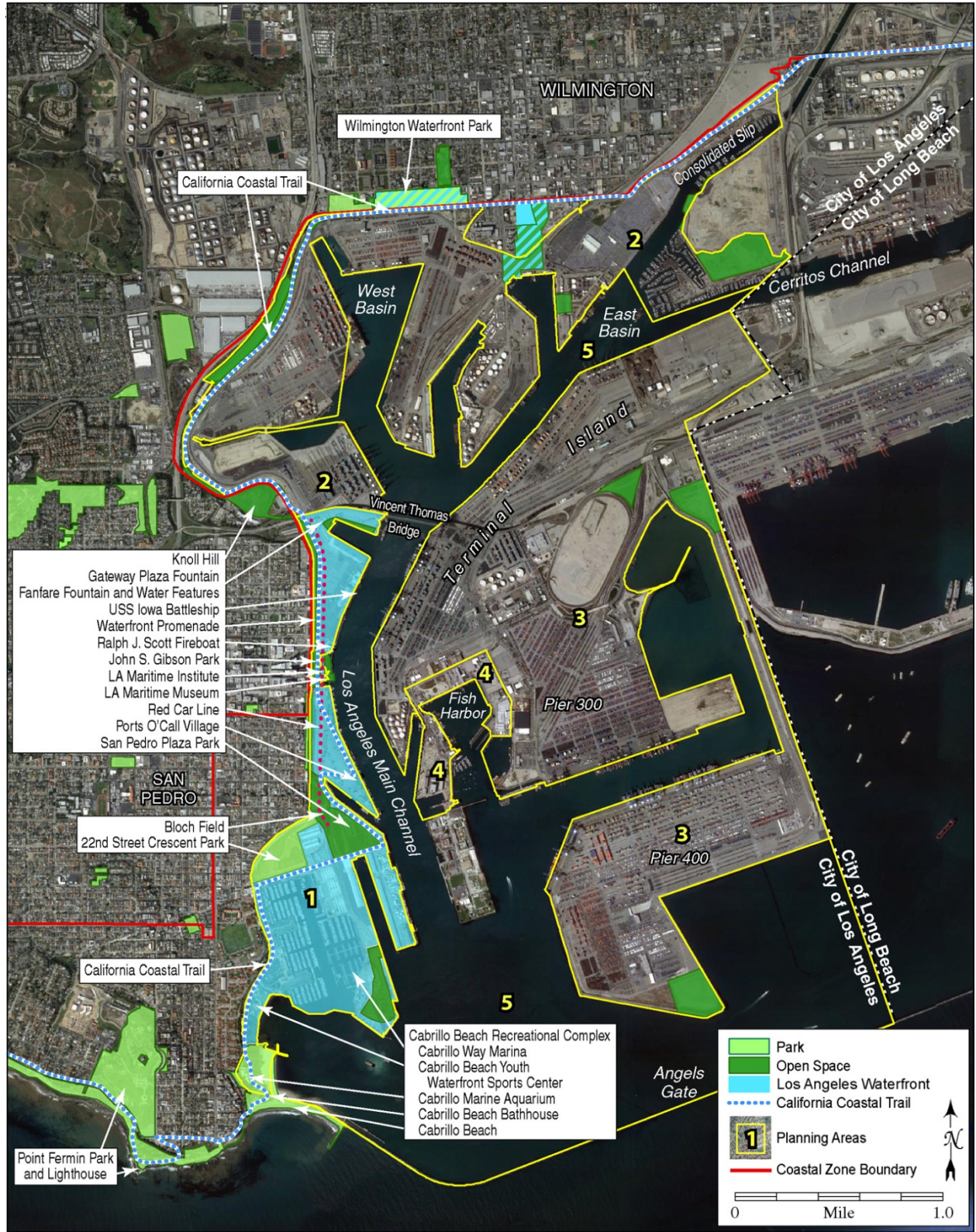


Figure 3.11-1. On-Land Park and Recreational Facilities

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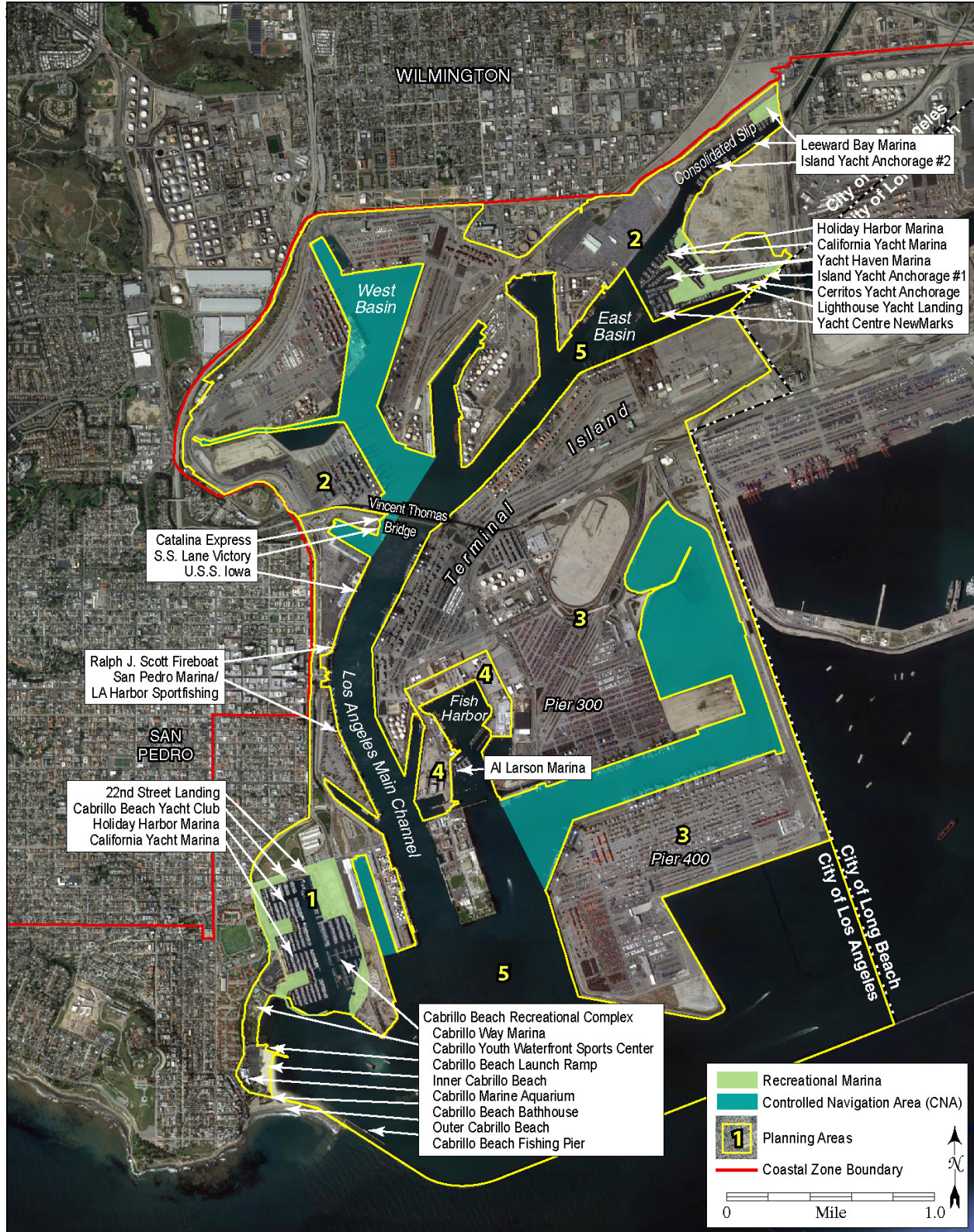


Figure 3.11-2. Water-Related Park and Recreational Facilities

- 1 ■ **Knoll Hill**, in San Pedro, located near the Vincent Thomas Bridge on Front  
2 Street, includes three baseball fields and an off-leash dog park.
- 3 ■ **Gateway Plaza/Fanfare Fountains & Water Features**, located at Swinford and  
4 Harbor Boulevard at the entrance of the Harbor Boulevard Parkway Promenade,  
5 includes the largest water feature in California. The main two fountains are  
6 synchronized to music and lights. North of the two main fountains is a reflection  
7 pool, an interactive fountain, and plaza at Second Street and Harbor Boulevard.
- 8 ■ **John S. Gibson Jr. Park** is located on S. Harbor Boulevard between 5<sup>th</sup> and 6<sup>th</sup>  
9 Streets in San Pedro. This landscaped park is unstaffed and contains a number of  
10 memorials, including the Fishermen’s Memorial and the Merchant Marine  
11 Memorial (City of Los Angeles 2012).
- 12 ■ **San Pedro Plaza Park** is located at 700 S. Beacon Street in San Pedro. This is a  
13 long, narrow park along the east side of Beacon Street Bluff, extending along the  
14 central San Pedro waterfront.
- 15 ■ The **Waterfront Red Car Line** is a 1.5 mile historic trolley line that serves the  
16 attractions along the San Pedro waterfront, including stops at the Inner Harbor  
17 Cruise Terminal, 6<sup>th</sup> Street Downtown at Harbor Boulevard, Ports O’Call, and  
18 22<sup>nd</sup> Street Marina at Miner Street. Extension of the Red Car line, and related  
19 parking improvements, are part of the future construction of the approved San  
20 Pedro Waterfront Project (Chapter 4.0, Cumulative Analysis).
- 21 ■ **Bloch Field** is located on the east side of Harbor Boulevard, by 16<sup>th</sup> Street and  
22 Resent Avenue. It includes a lawn area and a baseball field, and is used by the  
23 Los Angeles YMCA to host public sporting events, including baseball league  
24 tryouts in March, and baseball games from April through June.
- 25 ■ **22<sup>nd</sup> Street Park** is an 18-acre park adjacent to Crescent and 22<sup>nd</sup> Streets in San  
26 Pedro. The park offers walking and biking trails, shade trees, open meadows with  
27 native vegetation, two bocce ball courts, restrooms, ample parking, and over  
28 4 acres of grass area for recreation (Port 2012a).
- 29 ■ The **Cabrillo Beach Recreational Complex** is located along the southwestern  
30 boundary of the Port and includes Cabrillo Beach, Cabrillo Beach Bathhouse,  
31 Cabrillo Beach Youth Waterfront Sports Center (serves nonprofit organizations  
32 and provides aquatic activities, overnight camping facilities, and educational  
33 programs), Cabrillo Way Marina, and the Cabrillo Marine Aquarium. The  
34 Doubletree Hotel San Pedro is located nearby. Cabrillo Beach has a unique  
35 configuration that gives it two distinct sides: Outer Cabrillo Beach and Inner  
36 Cabrillo Beach. Outer Cabrillo Beach, which is not LAHD property, is exposed  
37 to the open ocean (i.e., not protected by the harbor breakwater). It is used for  
38 swimming, scuba diving, wind surfing, fishing, whale watching, and kite surfing.  
39 The Inner Beach, which is located within the San Pedro Breakwater, is used for  
40 sunbathing, beachcombing, windsurfing, swimming, volleyball, and wading.
- 41 ■ The **California Coastal Trail (CCT)** is a network of public trails for hikers,  
42 bikers, equestrians, and others, that, when complete, will stretch along the  
43 California coastline from Oregon to Mexico and cover over 1,200 miles. The  
44 CCT is intended to make the whole California coastline accessible to the public  
45 (CCT 2012). A portion of the CCT is proposed to pass through Los Angeles  
46 Harbor from Point Fermin to the Dominguez Channel, generally following the  
47 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 22<sup>nd</sup> 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**

<i>Marina Name</i>	<i>Location</i>	<i>Number of Slips</i>
Al Larson Marina	Berth 258	128
Cabrillo Beach Yacht Club	Berth 35	184
Cabrillo Way Marina	Berths 42-43	697
California Yacht Marina-Cabrillo Marina	Berths 29-33	885
California Yacht Marina	Berth 202	266

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

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

### 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 costal-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.

1 **Policy 19-1.2** states that the West Bank of the main Channel (southerly of the  
2 Vincent Thomas Bridge) and East Channel areas of the Port should be devoted to  
3 commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities  
4 serving the sport and commercial fishing industry, and such general cargo and  
5 container haling (hauling) facilities as would not create or add to significant traffic  
6 congestion problems on Harbor Boulevard which may result from the generation of  
7 additional railroad or industrial traffic. The *Port of Los Angeles Plan* and PMP  
8 designate the West Bank of the Main Channel and the East Channel for commercial,  
9 recreational, commercial fishing and non-hazardous cargo operations and support  
10 activities.

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

### 18 **3.11.3.2.2 Wilmington-Harbor City Community Plan**

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

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

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

### 37 **3.11.3.2.3 Controlled Navigation Areas**

38 The Los Angeles Board of Harbor Commissioners added Controlled Navigation  
39 Areas (CNAs) to Tariff No. 4, and an amendment that restricts entry of recreational  
40 boats into certain areas of the Port without a permit issued by the Port Police. CNAs  
41 ensure navigational safety of large commercial vessels by reducing nonessential  
42 boating traffic while increasing waterside security by limiting access to commercial  
43 or permitted vessels (Port 2012b). The purpose of the CNAs is to exercise a level of

1 control over the recreational vessels using the harbor and to control waterside access  
2 to facilities. The CNAs are a component of a larger program involving signs,  
3 shoreside and waterside cameras, and an increased waterborne presence by the Port  
4 Police. The goal of the program is to deter pier-side incursions to commercial  
5 facilities, or attacks on large vessels or cruise ships by small vessels.

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

## 8 **3.11.4 Impacts and Mitigation Measures**

### 9 **3.11.4.1 Methodology**

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

### 13 **3.11.4.2 Thresholds of Significance**

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

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

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

### 24 **3.11.4.3 Impacts and Mitigation**

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

#### 29 **Planning Area 2**

##### 30 *Construction*

31 Construction of the Yang Ming Terminal Redevelopment, China Shipping Fill, and  
32 Berths 187-189 Liquid Bulk Relocation projects and associated land use changes in  
33 Planning Area 2 would not increase use of or demand for neighborhood parks. This is  
34 because these projects are not expected to result in substantial in-migration or  
35 relocation of construction employees to satisfy the need for increased temporary,  
36 construction-related employment (Section 7.3, Effects Related to Socioeconomics



1 and Environmental Quality). Since construction of the proposed appealable/fill  
2 projects would not increase use of existing recreational facilities, these projects  
3 would not indirectly accelerate the physical deterioration of facilities.

#### 4 *Operations*

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

### 16 **Planning Area 3**

#### 17 *Construction*

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

#### 35 *Operations*

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

## 1                   **Planning Area 4**

### 2                   *Construction*

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

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

### 18                  *Operations*

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

## 36                  **Impact Determination**

### 37                  *Construction*

38                 Construction activities associated with the PMPU would not increase demands on  
39                 existing recreational resources or result in direct or indirect deterioration of recreation  
40                 facilities because the proposed appealable/fill projects and land use changes would  
41                 not result in population growth or focus use on selected facilities by restricting the  
42                 use of other facilities. Accordingly, impacts to recreational resources would be less  
43                 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.

### 1 **Planning Area 3**

#### 2 *Construction*

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

#### 7 *Operations*

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

### 12 **Planning Area 4**

#### 13 *Construction*

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

#### 22 *Operations*

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

### 28 **Impact Determination**

#### 29 *Construction*

30 None of the proposed appealable/fill projects currently include plans for constructing  
31 recreational facilities. One of the proposed land use changes (i.e., replacing the  
32 existing liquid bulk terminal at Berth 187-189 with open space uses [Planning Area  
33 2]) would convert existing uses to open space. Details of these land use conversions  
34 are currently not available. However, minor construction activities associated with  
35 these changes would not result in adverse physical effects on the environment and  
36 impacts would be less than significant.

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

4                                    **Mitigation Measures**

5                                    No mitigation is required.

6                                    **Residual Impacts**

7                                    Residual impacts would be less than significant.

8                                    **3.11.5 Summary Impact Determination**

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

13                                    For each type of potential impact, the table describes the impact, notes the impact  
 14                                    determination, describes any applicable mitigation measures, and notes the residual  
 15                                    impacts (i.e., the impact remaining after mitigation). All impacts, whether significant  
 16                                    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**

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact after Mitigation</i>
<i>Construction</i>			
<b>REC-1:</b> 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.	Less than significant	No mitigation is required	Less than significant
<b>REC-2:</b> 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.	Less than significant	No mitigation is required	Less than significant
<i>Operations</i>			
<b>REC-1:</b> 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.	Less than significant	No mitigation is required	Less than significant

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

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact after Mitigation</i>
<b>REC-2:</b> 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.	Less than significant	No mitigation is required	Less than significant

1 **3.11.6 Significant Unavoidable Impacts**

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