

3.11

RECREATION

3.11.1 Introduction

This chapter analyzes the impacts of the proposed Project and its alternatives on parks and recreational facilities available within and near the Port of Los Angeles (Port) area. Impacts to recreational resources could occur if the proposed Project were to adversely affect existing parks or recreational resources or cause an unplanned or unintended increase in demand for parks or recreational facilities. The Public Facilities and Services Element of the City of Los Angeles General Plan (City of Los Angeles 1995), relevant policies within the associated community plans (City of Los Angeles 1999a and 1999b), and the City of Los Angeles Department of Recreation and Parks (City of Los Angeles 2004) were consulted to identify nearby parks and recreational facilities, as well as for applicable standards in the proposed Project vicinity.

3.11.1.1 Relationship to the 1992 Deep Draft Final EIS/EIR

The 1992 Deep Draft Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) (USACE and LAHD 1992) evaluated at a project-specific level, and recommended mitigation to the extent feasible, for all significant impacts on recreational uses resulting from the navigation and landfill improvements associated with the construction of Pier 400. This included portions of the currently proposed Project that are located on Pier 400. In addition, the Deep Draft FEIS/FEIR evaluated at a general, or programmatic, level all potential impacts resulting from the development and operation of terminal facilities planned for location on Pier 400, including a marine oil terminal and associated infrastructure. The Deep Draft FEIS/FEIR identified the primary recreation impacts of terminal development and operation as resulting from 1) the temporary effect on fish availability due to added turbidity caused by dredge and fill activities; 2) temporary reduction of recreational fishing opportunities due to the placement of shallow water habitat; 3) reduction of harbor area available for recreational sailing and boating; 4) the reduction of existing commercial anchorages that will result in increased use of remaining anchorages; and 5) increased conflict and collisions between commercial and recreational boaters due to increased vessel traffic in restricted navigational channels. The Deep Draft FEIS/FEIR concluded that the even with mitigation the potential reduction in fishing

1 activities in the harbor represented a significant, but short term impact. The Deep
2 Draft FEIS/FEIR concluded that recreational impacts associated with the
3 development and operation of Pier 400 due to the loss of 582 acres of protected water
4 areas in the Outer Los Angeles Harbor represents a permanent loss to recreational
5 resources which cannot be mitigated to insignificance and will remain significant and
6 adverse after mitigation. No additional unavoidable significant adverse impacts were
7 expected.

8 The Deep Draft FEIS/FEIR contained four mitigation measures specific to
9 recreational uses (listed below) to address the significant impact on recreational uses.
10 In addition, the Deep Draft FEIS/FEIR indicated that **Mitigation Measure (MM)**
11 **4B-1** (which included constructing and maintaining shallow water habitat) and **MM**
12 **4D-3** (which included the implementation of a silt curtain to localize turbidity
13 plumes) would also be applicable to reduce significant impacts on recreational uses.
14 The applicability of **MM 4B-1** for the proposed Project is analyzed in Section 3.14,
15 Water Quality. The applicability of **MM 4D-3** for the proposed Project is analyzed in
16 Section 3.3, Biology.

17 Of the four mitigation measures listed in the Deep Draft FEIS/FEIR that are specific
18 to recreational impacts, one applies to the current proposed Project; the others have
19 already been implemented or are not applicable to this proposed Project. All
20 applicable project-specific mitigation measures developed as part of this
21 Supplemental Environmental Impact Statement/Subsequent Environmental Impact
22 Report (SEIS/SEIR), as well as those that are applicable from the Deep Draft
23 FEIS/FEIR, would be enforced by inclusion in a Mitigation Monitoring and
24 Reporting Plan (MMRP).

25 **Mitigation Measures from the 1992 Deep Draft Final EIS/EIR that** 26 **are Applicable to the Proposed Project**

27 The following **MM 4K-4** was developed in the Deep Draft FEIS/FEIR to reduce
28 potential for significant impacts to recreational resources during construction. This
29 measure remains applicable to the current proposed Project:

30 **MM 4K-4** stated that impacts to recreational boaters were to be reduced by
31 implementation of measures such as coordinating public notifications with yacht
32 clubs; buoying and marking construction zones; and adding boating safety measures,
33 such as increased harbor patrols in the construction areas.

34 This measure was implemented during construction of Pier 400. This measure should
35 be implemented again for this project to mitigate recreation impacts of the proposed
36 Project.

37 **Mitigation Measures from the 1992 Deep Draft Final EIS/EIR that** 38 **are Not Applicable to the Proposed Project**

39 The following mitigation measures were developed in the Deep Draft FEIS/FEIR, but
40 are not applicable to the proposed Project for the reasons stated:

1 MM 4K-1 stated that the Los Angeles Harbor Department (LAHD) was to pursue
2 removal of commercial ship anchorages from the area between the Main Channel
3 fairway and the San Pedro Breakwater to provide a dedicated area of use for
4 recreational boaters.

5 *Reason No Longer Applicable: This measure was implemented and would not be*
6 *available to mitigate recreation impacts of the proposed project.*

7 MM 4K-2 stated that LAHD was to establish a noticed transit lane to provide a safe
8 corridor for recreational boaters inside the Middle Breakwater. This lane was to be
9 restricted from use by commercial shipping for either anchorage or transit.

10 *Reason No Longer Applicable: This measure was never implemented. Dedication*
11 *of vessel transit lanes is within the sole jurisdiction of the US Coast Guard (USCG)*
12 *based on the advice of, and USCG concurrence with, the Harbor Safety Committee*
13 *(personal communication, Gooding, 2008). In addition, east of Pier 400, and*
14 *landward of the Middle Breakwater is dedicated to commercial vessel anchorage,*
15 *portions of which would be unavailable if it were dedicated solely to recreational*
16 *vessels. Furthermore, the Submerged Material Storage Site extending SSE of Pier*
17 *400 is an area of restricted depth and is not suitable for commercial vessel use.*
18 *There is a distance of only approximately 1,500 feet between this area and the*
19 *Middle Breakwater within which depths are approximately 45 feet. Based on present*
20 *uses, a dedicated recreational vessel transit lane is considered impractical and*
21 *inadvisable.*

22 MM 4K-3 stated that a boater safety program, including boater safety classes, and
23 informational brochures on boating safety in Los Angeles Harbor and adjacent waters
24 was to be established. Information relative to the new landfill area in San Pedro Bay,
25 commercial anchorage areas, revised navigational features, and the relocation of
26 recreational areas and events was also to be provided to marinas, boating
27 organizations and yacht clubs in the Los Angeles Harbor and adjacent areas. LAHD
28 was directed to coordinate with recreational charter boat companies to evaluate the
29 safety of current routes, relocate routes, and establish procedures to ensure safe
30 operation.

31 *Reason No Longer Applicable: This measure was implemented and would not be*
32 *available to mitigate recreation impacts of the proposed project.*

33 3.11.2 Environmental Setting

34 3.11.2.1 Regional Recreational Setting

35 The City of Los Angeles is surrounded by various natural open spaces, such as the
36 San Gabriel Mountains, Santa Susana Mountains, Baldwin Hills, Santa Monica
37 Mountains, and the Pacific Ocean. Recreational resources within the Port include the
38 waters of the Los Angeles Harbor, San Pedro Bay, and the Main and West Channel
39 Marinas. Los Angeles Harbor and Long Beach Harbor marinas provide boaters with
40 access to the Pacific Ocean and offshore islands (Catalina, Santa Barbara, etc.) in
41 addition to more local boating areas along the Southern California coast.

3.11.2.2 Local Recreational Setting

The ports of Los Angeles and Long Beach offer recreational opportunities to the public in many different areas. For example, the Port provides slips for 5,000 pleasure craft (see below for more details), sport fishing boats, and charter vessels. Sailing, boating, scuba diving, fishing, water skiing, swimming, and sightseeing are common recreational activities inside the breakwater. Continued leisure-time use of Port waters is an important component in the development of the Port. Community facilities include a waterfront youth center, a boat launch ramp, and a public swimming beach. Educational facilities include the Cabrillo Aquarium and the Maritime Museum. Approximately 0.5 miles (0.8 km) of waterfront along the Main Channel is devoted exclusively to commercial tourist-oriented activities, including the Ports O'Call Village, located at Berths LA 75-83, offering specialty shopping and dining.

Much of the recreational activities at the Port occur at the Cabrillo Beach recreational complex located within the southwestern corner of the Port, approximately 1.3 miles (2.1 km) southwest of Pier 400, the nearest proposed Project area. The outer beach, which is exposed to the open ocean, is used for swimming, scuba diving, wind surfing, fishing, and surfing. The inner beach, which lies within the breakwater, is used for sunbathing, beachcombing, windsurfing, swimming, and wading. There is a small-boat launch ramp Cabrillo Beach and the area between the boat launch ramp and the San Pedro breakwater is used for boardsailing and jet skiing. The Cabrillo Beach Fishing Pier, used by local anglers, is located near the beginning of the San Pedro Breakwater, approximately 1.2 miles (1.9 km) from the southwest of Pier 400. An aquatics camp, operated by the Boy Scouts of America, Los Angeles Area Council, is also located at Cabrillo Beach. It serves non-profit organizations and provides aquatic activities, overnight camping facilities, and educational programs. Additional points of interest and recreation use include the Los Angeles Harbor sports fishing cruise operations, the Historic Bath House at Cabrillo Beach, the Fort MacArthur Museum, and the Banning's Landing Community Center. The Port of Los Angeles cooperates with the City of Los Angeles Department of Recreation and Parks to provide improvements, maintenance, and ongoing operations of these park services.

Berths 86-95, which serve passenger-oriented vessels, are located to the northwest of the proposed Pier 400 site. In particular, Berth 93A is the Los Angeles World Cruise Center and Berth 95 serves the Catalina Express excursion boat service to and from Catalina Island. Catalina Express offers year-round service to Avalon and Two Harbors on Catalina Island from San Pedro. From San Pedro, Catalina Express offers eight daily trips to Avalon, with nine return trips; and five daily trips to Two Harbors, with five return trips. Catalina Express vessels have a capacity of 150 to 388 passengers per trip.

The Cabrillo Beach area is approximately 1.5 miles from Pier 400. The center of the Main Channel, which is used by both recreational and commercial vessels, is approximately 0.2 miles from the face of Pier 400. There is no dedicated recreational vessel corridor (personal communication, R. Christino, November 2007).

3.11.2.3 Project Vicinity

The Marine Terminal portion of the proposed Project would be located on the western side (Face C) of Pier 400 in the Terminal Island/Seaward Extension Planning Area (Area 9) of the Port. Tank Farm Site 1 would be located on the southern (Face D) side of Pier 400 within Port Planning Area 9. These sites are undeveloped and are not publicly accessible or used for recreational purposes.

The proposed Project also includes Tank Farm Site 2 on Terminal Island, which is south of Seaside Avenue/Terminal Way within Planning Area 9 (see Chapter 2, Figure 2-1). The proposed Project Tank Farm Site 2 is undeveloped and is not used for recreational purposes.

In addition, the No Federal Action/No Project Alternative includes consideration of crude oil deliveries at terminals in both the Port of Los Angeles and Long Beach. Therefore, recreational facilities in proximity to these locations are considered in the following discussion.

Parks

Adjacent to the Port, the City of Los Angeles supports several parks within the communities of San Pedro and Wilmington two miles or less from key project facilities. There are also several parks in the Long Beach area within two miles of oil terminals in the Port of Long Beach. These parks offer a variety of facilities including recreation centers, playgrounds, and sports fields. Figure 3.11-1 shows the parks within two miles of key project facility locations (indicated by circles with two-mile radii on the figure). Table 3.11-1 identifies the parks by location and address along with their distances from key project facilities (City of Los Angeles 2004; Thomas Bros. Maps® 2004; Los Angeles 2007).

Plans are also underway to develop several new recreational areas in the region. First is the Avalon Corridor Development Project, also known as the Wilmington Waterfront Master Plan, which focuses on providing access to the Waterfront and promoting development specifically along Avalon Boulevard. The Wilmington Waterfront Master Plan is the result of an on-going planning process among community representatives, Port staff, and stakeholders. The Master Plan establishes the conceptual design for public improvements along Avalon Boulevard. The Wilmington Waterfront Master Plan establishes the location and character of public open spaces, plazas, parks, and other public amenities; the location and character of commercial and industrial development; and the circulation pattern and parking approach to support public access. The Wilmington Waterfront Master Plan builds upon existing plans for the Avalon Boulevard Corridor area, in particular the Wilmington Waterfront Development Final Plan (2004).

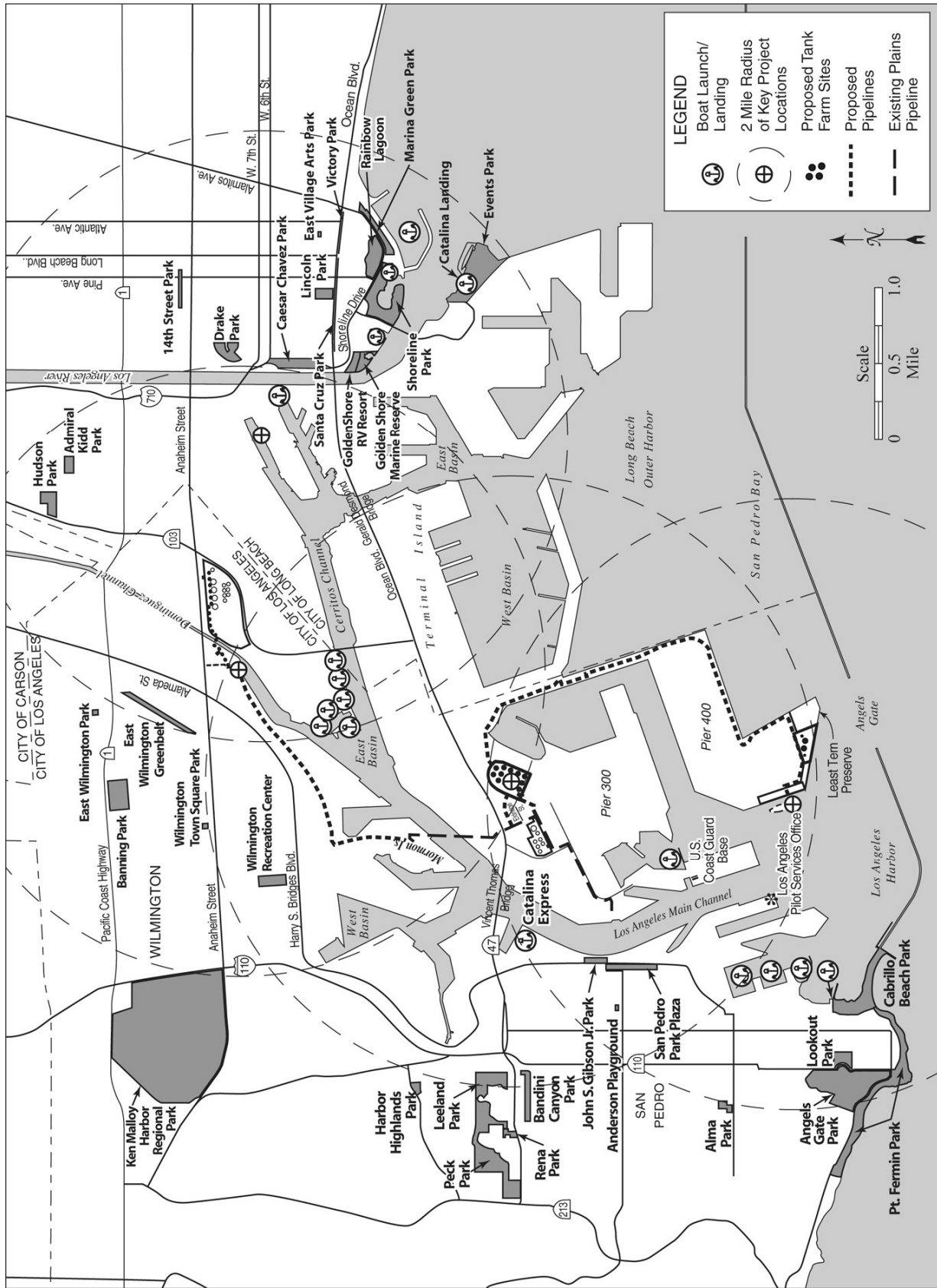


Figure 3.11-1. Recreation Areas

Table 3.11-1. Parks and Recreation Centers within a 2-mile (3.2 km) Radius of the Proposed Project Sites

<i>Park/Recreation Center Name</i>	<i>Address</i>	<i>Approximate Distance from Tank Farm 2 Site in miles (km)</i>	<i>Approximate Distance from Pier 400 Site in miles (km)</i>	<i>Approximate Distance from nearest Pipeline in miles (km)</i>	<i>Approximate Distance from LB Piers 76-78 & 84-87 in miles (km)</i>
Anderson Memorial Playground	403 W 8th St. Los Angeles, CA 90732	1.8 (2.9)	1.9 (3.1)	1.8 (2.9)	-
Alma Park	West 21 st St. & S Meyler St. San Pedro, CA	-	2.0 (3.2)	-	-
Angels Gate Park	Leavenworth Dr. & S Gaffey St. San Pedro, CA	-	2.0 (3.2)	-	-
Cabrillo Beach Park	3800 Stephen M. White Dr. San Pedro, CA 90731	1.5 (2.4)	1.5 (2.4)	1.5 (2.4)	-
John S. Gibson Junior Park	Harbor Blvd. btwn 5th & 6th St. San Pedro, CA 90731	1.4 (2.2)	1.7 (2.7)	1.4 (2.2)	-
Lookout Park	Gaffey St. & 36 th St. San Pedro, CA 90731	-	2.0 (3.2)	2.0 (3.2)	-
Point Fermin Park	807 Paseo Del Mar San Pedro, CA 90731	-	2.0 (3.2)	2.0 (3.2)	-
San Pedro Park Plaza	700 S. Beacon St San Pedro, CA 90731	1.5 (2.4)	1.5 (2.4)	1.5 (2.4)	-
Wilmington Recreation Center	325 Neptune Ave. Wilmington, CA 90744	1.9 (3.1)	-	1.9 (3.1)	-
Leeland Park	863 S. Herber Ave. San Pedro, CA 90731	-	-	1.7 (2.7)	-
Bandini Canyon Park	N Bandini between Sepulveda St. & W Olive St. San Pedro, CA	-	-	1.9 (3.0)	-
Rena Park	510 Leland Ave. San Pedro, CA 90732	-	-	2.0 (3.2)	-
Harbor Highlands Park	825 Capitol Dr. San Pedro, CA 90731	-	-	1.8 (2.9)	-
Ken Malloy Harbor Regional Park	W Anaheim St. and Vermont Ave. Wilmington, CA	-	-	1.3 (2.1)	-

Table 3.11-1. Parks and Recreation Centers within a 2-mile (3.2 km) Radius of the Proposed Project Sites (continued)

<i>Park/Recreation Center Name</i>	<i>Address</i>	<i>Approximate Distance from Tank Farm 2 Site in miles (km)</i>	<i>Approximate Distance from Pier 400 Site in miles (km)</i>	<i>Approximate Distance from nearest Pipeline in miles (km)</i>	<i>Approximate Distance from LB Piers 76-78 & 84-87 in miles (km)</i>
Wilmington Town Square Park	Corner of Avalon Pl. & I St. Wilmington, CA 90744	-	-	0.8 (1.3)	-
Banning Park	1331 Eubank Avenue Wilmington, CA 90744	-	-	1.0 (1.6)	-
East Wilmington Greenbelt	M St. to Sanford Ave. along Drumm Ave. Wilmington, CA 90744	-	-	0.6 (1.0)	1.9 (3.1)
East Wilmington Park	1300 O St. Wilmington, CA 90744	-	-	1.0 (1.6)	
Hudson Park	2335 Webster Avenue Long Beach, CA 90810	-	-	1.3 (2.1)	1.6 (2.6)
Admiral Kidd Park	2125 Santa Fe Ave. Long Beach, CA 90810	-	-	1.2 (1.9)	1.5 (2.4)
Drake Park	951 Maine Avenue Long Beach, CA 90813	-	-	1.5 (2.4)	1.0 (1.6)
Cesar Chavez Park	401 Golden Avenue Long Beach, CA 90802	-	-	1.6 (2.6)	0.9 (1.4)
Santa Cruz Park	14 th St. & Chestnut Avenue Long Beach, CA 90813	-	-	1.8 (2.9)	1.1 (1.8)
Fourteenth Street Park	14th St. & Chestnut Avenue Long Beach, CA 90813	-	-	1.9 (3.1)	1.5 (2.4)
East Village Arts Park	150 Elm Avenue Long Beach, CA 90802	-	-	-	1.8 (2.9)
Golden Shore Marine Biological Reserve Park	Golden Avenue Long Beach, CA 90802	-	-	-	1.1 (1.8)
Golden Shore RV Park	101 Golden Shore Long Beach, CA 90802	-	-	-	1.1 (1.8)
Lincoln Park and Civic Center	Pacific Ave. & W. Broadway St. Long Beach, CA 90802	-	-	-	1.4 (2.3)

Table 3.11-1. Parks and Recreation Centers within a 2-mile (3.2 km) Radius of the Proposed Project Sites (continued)

<i>Park/Recreation Center Name</i>	<i>Address</i>	<i>Approximate Distance from Tank Farm 2 Site in miles (km)</i>	<i>Approximate Distance from Pier 400 Site in miles (km)</i>	<i>Approximate Distance from nearest Pipeline in miles (km)</i>	<i>Approximate Distance from LB Piers 76-78 & 84-87 in miles (km)</i>
Marina Green Park	Shoreline Dr. & Pine Dr. Long Beach, CA 90802	-	-	-	1.9 (3.1)
Queen Mary Events Park	1126 Queens Hwy. Long Beach, CA 90802	-	-	-	1.5 (2.4)
Rainbow Lagoon	S. Pine Ave. & E. Shoreline Ave. Long Beach, CA 90802	-	-	-	1.7 (2.7)
Shoreline Aquatic Park	Aquarium Way Long Beach, CA 90802	-	-	-	1.5 (2.4)
Victory Park	E. Ocean Blvd & Alamitos Ave. Long Beach, CA 90802	-	-	-	1.8 (2.9)

1 The Avalon Boulevard Corridor Project, an element of the Wilmington Waterfront
2 Development Program, may also result in development of new recreational resources.
3 The Wilmington Waterfront Development Program is the result of a series of
4 planning efforts, beginning with the Wilmington/Port Area Planning Study in 1987
5 and including the conceptual Wilmington Waterfront Development Plan prepared in
6 2003. In October 2005, Port staff presented an update on the Wilmington Waterfront
7 Development Program to the Board of Harbor Commissioners including a status
8 update for implementing the Harry Bridges Buffer Area and Avalon Corridor
9 projects. The Harry Bridges Buffer Area, which is owned by the Port and which will
10 provide a physical space between the Wilmington community and the Port of Los
11 Angeles, is proposed for development between Harry Bridges Boulevard and C Street
12 and between Figueroa Street and Lagoon Avenue. The Port conducted planning and
13 analysis for the improvement of the Harry Bridges Buffer Area as part of the Berths
14 136-147 (TraPac) FEIS/FEIR; the FEIR was certified by the LAHD Board of Harbor
15 Commissioners on December 6, 2007.

16 Finally, Avalon Triangle Park, which is to include active recreational areas, is also
17 proposed for development in the 2.84-acre (1.15-ha) triangular area bounded by
18 Avalon Boulevard, Harry Bridges Boulevard, and Broad Avenue.

19 **Marine Recreation**

20 Approximately 1.5 miles (2.4 km) west and southwest of the proposed Project site are
21 several public recreational facilities in San Pedro. As described above, the Port
22 provides numerous recreational opportunities including swimming, fishing, boating,
23 whale watching, and sightseeing. Many of the marinas in the Port host liveaboard
24 boaters. Table 3.11-2 shows the marina facilities located within the Port.

25 Within the Port of Long Beach area east of Pier 400, additional marina and aquatic
26 recreational facilities exist. Table 3.11-3 shows the marina and aquatic recreation
27 facilities located within the Port of Long Beach area.

28 **3.11.3 Applicable Regulations**

29 The proposed Project area is governed by federal, state, and local land use
30 regulations. All proposed Project activities would be conducted in designated
31 industrial areas located within the jurisdiction of the Port. The Port Master Plan
32 (PMP), the California Coastal Act of 1976, and the City of Los Angeles General Plan
33 (including community plans) include recreation-related goals, objectives, and policies
34 that are applicable to the proposed Project. For discussion of specific policies and
35 regulations, refer to Section 3.8, Land Use.

Table 3.11-2. Los Angeles and Long Beach Harbor Marinas

<i>Marina</i>	<i>Approximate Distance to Pier 400 in miles (km)</i>	<i>Approximate Distance to POLB Berths 76 – 78 & 84 – 87, in miles (km)</i>
<i>California Yacht Marina. Berth 202 #36. Slips: 266. Liveaboard and guest slips when available. Length: 22-110 ft (6.7-33.5 m).</i>	3.1 (5.0)	2.0 (3.2)
<i>Cerritos Yacht Anchorage. Berth 205-C. Slips: 90. Liveaboard slips: 10. Guest slips: 4. Length: 16-43 ft (4.9-13.1 m).</i>	3.3 (5.3)	1.4 (2.3)
<i>Holiday Harbor Marina. Berth 201. Slips: 200. Liveaboard and guest slips when available. Moorings. Length: 25-48 ft (7.6-14.6 m).</i>	3.3 (5.3)	1.9 (3.1)
<i>Island Yacht Anchorage #1 and #2. Berth 205-D. Length: 25-60 ft (7.6-18.3 m).</i>	3.3 (5.3)	1.4 (2.3)
<i>Leeward Bay. Slips: 160. Liveaboard slips. Length: 20-50 ft (6.1-15.2 m).</i>	3.0 (4.8)	2.8 (4.5)
<i>Lighthouse Yacht Landing. Berth 205-B. Slips: 75. Liveaboard and guest slips when available. Length: 26-53 ft (7.9-16.2 m).</i>	3.3 (5.3)	1.4 (2.3)
<i>Newmarks Yacht Center. Berth 204. Slips: 240. End ties: 100+ ft (30.5+ m). Length: 25-100 ft (7.6-30.5 m).</i>	3.3 (5.3)	1.4 (2.3)
<i>Pacific Yacht Landing. Berth 203. Slips: 180. Liveaboard slips: 25. Length: 20-50 ft (6.1-15.2 m).</i>	3.2 (5.1)	1.8 (2.9)
<i>Yacht Haven Marina. Berth 202. Slips: 168. Liveaboard slips: 20. Length: 30-65 ft (9.1-19.8 m).</i>	3.2 (5.1)	1.8 (2.9)
<i>Al Larson Marina. Slips: 128. Liveaboard and guest slips. Length: 25-55 ft (7.6-16.8 m).</i>	1.0 (1.7)	4.0 (6.4)
<i>Cabrillo Marina (Main Channel). Slips: 885. Liveaboard and guest slips. Length: 25-80 ft (7.6-24.4 m).</i>	1.3 (2.1)	5.1 (8.2)
<i>Cabrillo Way Marina (Main Channel). Slips: 625. Length: 20-50 ft (6.1-15.2 m).</i>	1.4 (2.3)	5.0 (8.0)
POLB = Port of Long Beach		

Table 3.11-3. Long Beach Area Marine Recreation Facilities

<i>Facility</i>	<i>Approximate Distance to Pier 400 in miles (km)</i>	<i>Approximate Distance to POLB Berths 76 – 78 & 84 – 87, in miles (km)</i>
<i>Rainbow Harbor/Marina. 87 slips for commercial and recreational boaters; 200-foot long dock for day guests; twelve 150-foot docks for commercial vessels; Cruise line terminals; Charter transportation and excursions; and Aqua Bus/Aqua Link stations</i>	~4.7 (7.6)	~1.8 (2.9)
<i>Long Beach Shoreline Marina. 1844 slips for recreational boaters</i>	~4.7 (7.6)	~1.9 (3.1)
<i>Queensway Bay. Public launch ramp; Sightseeing; Charter transportation and excursions, Cruise line terminals; and Aqua Bus/Aqua Link stations</i>	~4.6 (7.4)	~2.4 (3.9)
<i>Berth 55. Charter transportation/excursions</i>	~4.6 (7.4)	~0.6 (1.0)
<i>Catalina Landing</i>	~4.5 (7.2)	~1.3 (2.1)
POLB = Port of Long Beach		

3.11.4 Impacts and Mitigations

3.11.4.1 Methodology

The type and quantity of nearby parks and recreational resources were evaluated to determine if the proposed Project could adversely affect existing recreational resources or park availability. Due to distance from residential communities, minimal new employment opportunities, and no residential component associated with the proposed Project, impacts to parks and recreational resources would primarily be related to Aesthetics and Visual Resources (see Section 3.1), Marine Transportation (see Section 3.9), and Noise (see Section 3.10).

3.11.4.1.1 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a project that exist at the time of the NOP. These environmental conditions would normally constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact is significant. For purposes of this Draft SEIS/SEIR, the CEQA Baseline for determining the significance of potential impacts under CEQA is June 2004. CEQA Baseline conditions are described in Section 2.6.2.

The CEQA Baseline represents the setting at a fixed point in time, with no project growth over time, and differs from the “No Federal Action/No Project” Alternative (discussed in Section 2.5.2.1) in that the No Federal Action/No Project Alternative addresses what is likely to happen at the site over time, starting from the baseline conditions. The No Federal Action/No Project Alternative allows for growth at the proposed Project site that would occur without any required additional approvals.

3.11.4.1.2 NEPA Baseline

For purposes of this Draft SEIS/SEIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the No Federal Action scenario (i.e., the NEPA Baseline and No Federal Action Alternative are equivalent for this project). Unlike the CEQA Baseline, which is defined by conditions at a point in time, the NEPA Baseline/No Federal Action is not bound by statute to a “flat” or “no growth” scenario; therefore, the USACE may project increases in operations over the life of a project to properly analyze the NEPA Baseline/No Federal Action condition.

The NEPA Baseline condition for determining significance of impacts is defined by examining the full range of construction and operational activities that are likely to occur without a permit from the USACE. As documented in Section 2.6.1, the USACE, the LAHD, and the applicant have concluded that no part of the proposed Project would be built absent a USACE permit. Thus, for the case of this project, the NEPA Baseline is identical to the No Federal Action/No Project Alternative (see Section 2.6.1). Elements of the NEPA Baseline include:

- 1 • Paving, lighting, fencing, and construction of an access road at Tank Farm Site 1
- 2 to allow temporary storage of chassis-mounted containers on the site by APM;
- 3 • Paving, fencing, and lighting at Tank Farm Site 2 to accommodate temporary
- 4 wheeled container storage by APL or Evergreen; and
- 5 • Additional crude oil deliveries at existing crude oil terminals in the San Pedro
- 6 Bay Ports.

7 Significance of the proposed Project or alternative is defined by comparing the
8 proposed Project or alternative to the NEPA Baseline (i.e., the increment). The
9 NEPA Baseline conditions are described in Section 2.6.1 and 2.5.2.1.

10 3.11.4.2 Thresholds of Significance

11 The following significance criteria are based on the *L.A. CEQA Thresholds Guide*
12 (City of Los Angeles 2006). A significant impact on recreational resources would
13 occur if:

14 **REC-1:** The proposed Project would result in a substantial loss or diminished
15 quality of recreational, educational, or visitor-oriented opportunities,
16 facilities, or resources.

17 **REC-2:** The proposed Project would result in a demand for recreation and park
18 services that exceeds the available resources.

19 3.11.4.3 Project Impacts and Mitigation

20 3.11.4.3.1 Proposed Project

21 3.11.4.3.1.1 Construction Impacts

22 **Impact REC-1.1: Construction of the proposed Project would result in a**
23 **substantial loss or diminished quality of recreational, educational, or**
24 **visitor-oriented opportunities, facilities, or resources.**

25 **Pier 400 Sites.** The nearest recreational facilities to the Pier 400 sites are located
26 about 1.5 mile (2.4 km) away, and include the Cabrillo Beach recreational complex
27 (swimming, scuba diving, wind surfing, boardsailing, jet skiing), the Cabrillo Beach
28 Fishing Pier (angling), and various pleasure craft marinas. Additionally, there is an
29 informal transit lane inside the Middle Breakwater running between the breakwater
30 and Pier 400 along its southern side. This transit lane is not dedicated solely to
31 recreational boaters and is shared with commercial vessels.

32 Project construction at the proposed Marine Terminal and Tank Farm Site 1 would be
33 visible to visitors at the Cabrillo Beach recreational complex, the Cabrillo Beach
34 Fishing Pier, and nearby recreational boaters and passenger cruisers (Catalina
35 Express, cruise ships). However, as discussed in Section 3.1, Aesthetics and Visual
36 Resources, construction would result in only minimal changes to the visual landscape
37 of the Pier 400 complex, which is industrial in nature. The presence of construction

1 equipment at Pier 400 would not obstruct views of the open water and breakwater
 2 and would blend with existing Port development. The construction activity may be
 3 considered by some to be an interesting addition to the routine waterfront activity.

4 The noise impact analysis (Section 3.10.4.3.1) identified several locations in the Port
 5 that are adjacent to recreational facilities where ambient noise levels would increase
 6 during pile driving for Pier 400 construction. These include the Cabrillo Marina and a
 7 residential area adjacent to Cabrillo Beach Park. Therefore, the adjacent recreational
 8 areas would also experience increased noise levels. The impacts would be
 9 temporary. However, the noise would be noticeable above ambient noise levels and
 10 may be perceived as intrusive by some.

11 For the purpose of assessing noise impacts to recreation, Table 3.11-4 identifies the
 12 City of Los Angeles Community Noise Exposure Thresholds as they apply to various
 13 land uses, including parks and playgrounds. Many recreational activities are
 14 accompanied by noise, whether it is human voices, motorized vehicles or watercraft,
 15 cheering crowds, the impact of balls on bats, or other noise generating factors, some
 16 of them quite loud. Therefore, the standards that apply to recreation facilities
 17 generally differ from standards for residential land uses. As Table 3.11-4 indicates,
 18 “normally acceptable” levels of noise for playgrounds and neighborhood parks range
 19 from 50 to 70 dB CNEL (Community Noise Exposure Level). CNEL is a 24 hour
 20 weighed average of sound energy that adds 5 dB (decibels) to sound levels between
 21 7:00 pm and 10:00 pm and 10 dB to sound levels between 10:00 pm and 7:00 am.
 22 This analysis applies the CNEL standard to the nearest recreational receptors from
 23 Pier 400, namely Cabrillo Marina and Cabrillo Beach.

Table 3.11-4. Land Use Noise Thresholds

<i>Land Use</i>	<i>Community Noise Exposure CNEL, dB</i>			
	<i>Normally Acceptable</i>	<i>Conditionally Acceptable</i>	<i>Normally Unacceptable</i>	<i>Clearly Unacceptable</i>
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	above 70
Multi-Family Homes	60-65	60-70	70-75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	above 80
Playgrounds, Neighborhood Parks	50-70	---	67-75	above 72
Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice. Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Clearly Unacceptable: New construction or development should generally not be undertaken. Source: City of Los Angeles 2006.				

Table 3.11-5 compares noise expected to occur during the pile driving phase of construction at locations associated with recreational activity for which ambient levels have been monitored. While these locations are considered in Section 3.10 as residential receptors, they are also recreational locations, or are immediately adjacent to recreation areas. Areas 1 and 2 are marinas in the inner Harbor area. Area 21 is immediately west of Cabrillo Beach Park. Reservation Point is representative of in-harbor on-water recreational locations. For all sites, the total ambient plus construction noise level is below the City of Los Angeles CEQA threshold range for parks and playgrounds.

Table 3.11-5. Estimated Terminal Construction-Related Noise Impacts on Recreational Receptors

Area # in Figure 3.10-1	Location	Time of Day	Calculated (L_{eq}) (dB(A))	Total Construction Noise (dB(A))	Total Ambient + Construction (dB(A))	Increment over Ambient (dB(A))	Threshold (dB(A))
1	Berth 204	9:42 pm 9:57 pm	53	51	55	2	67-70
2	Lighthouse Yacht Landing	10:07 pm 10:22 pm	52	50	54	2	67-70
21	Stephen White Street & Oliver Vickery Circle Way	3:30 pm 3:45 pm	54	56	58	4	67-70
LR-2	Reservation Point	4:45 pm 5:00 pm	54	65	65	11	67-70

Note: dB(A) = A-weighted sound level.

Development of the Marine Terminal at Pier 400 entails the only marine-based construction associated with the proposed Project and would require use of support boats (primarily tugs and barges) during pile driving. As discussed in Section 3.9, Marine Transportation, the short-term presence of support boats at the proposed Berth 408 would not reduce the existing level of safety for vessel navigation in the Port. In addition, construction activities would not impede navigation of the Catalina Express, cruise ships, or pleasure craft in the Main Channel or other designated transit lanes, and thus, would not impact access to the Outer Harbor or open ocean. Therefore, construction of the proposed Project would not result in a substantial loss of recreational opportunities.

Nevertheless, pile driving for marine terminal construction would entail impact noise up to 11 dB over ambient levels in the area of Reservation Point. The noise would be intermittent, since pile driving typically involves short periods of driving interspersed with longer periods of adjustment, alignment, or relocating equipment from one driving location to another. Therefore, the average noise level, though indicative of the overall effect of the noise on the auditory environment and less than the threshold range in Table 3.11-5, may not reflect the typical individual's perception of the noise as intrusive or annoying. On the basis of the likely perception of some individuals that pile driving noise is intrusive or annoying, the impact of marine terminal construction noise on the quality of recreational experience is considered potentially significant. Therefore, Pier 400 construction would significantly impact the quality of

1 recreational and visitor-oriented resources during construction. The impact would,
2 however, be of limited duration.

3 **Tank Farm Sites.** Construction on the two tank farm sites would involve visual
4 features and noise occasionally observable from recreational locations. Due to
5 intervening infrastructure, recreational users, including passing pleasure craft, would
6 see little construction activity, and any view of construction equipment would blend
7 with existing Port development.

8 Similarly, construction noise may be audible but would not increase significantly
9 over existing ambient noise levels, as discussed in Section 3.10, Noise. Therefore,
10 noise levels are not expected to diminish the quality of recreational activities in the
11 nearby area. Table 3.11-6 provides a summary of potential construction-related noise
12 impacts on receptors that are representative of recreational locations. As noted
13 above, Area 21 is representative of Cabrillo Beach and Area LR-2 is representative of
14 many in-harbor locations.

Table 3.11-6. Construction-Related Noise Impacts from Tank Farm Locations on Recreational Receptors

Area # in Figure 3.10-1	Receptor Location	Source Location	L_{eq} (dB(A))	Total Construction Noise (dB(A))	Total Ambient + Construction (dB(A))	Increment over Ambient (dB(A))	Threshold (dB(A))
21	Stephen White Street & Oliver Vickery Circle Way	Tank Farm Site 1	54	40	54	<1	67-70
21	Stephen White Street & Oliver Vickery Circle Way	Tank Farm Site 2	54	40	54	<1	67-70
LR-2	Reservation Point	Tank Farm Site 1	54	41	54	<1	67-70
LR-2	Reservation Point	Tank Farm Site 2	54	39	54	<1	67-70

15 Since no marine-based equipment is needed to build the tank farms, there would be
16 no effect on vessel transportation, including pleasure craft or passenger-oriented
17 vessels.

18 Proposed construction at the tank farm sites, therefore, would not significantly impact
19 the quality of recreational and visitor-oriented resources or result in a loss of any
20 recreational resources. Tank farm construction would have a less than significant
21 impact on recreation.

22 **Pipelines.** Marina facilities near the proposed pipelines include Leeward Bay Marina
23 (pleasure craft) located approximately 500 ft (152 m) to the south of the 24” corridor,
24 other pleasure craft marinas about 0.5 mile (0.8 km) from the 24” and 42” corridor,
25 and Berths 86-95 (passenger-oriented vessels) about 0.8 miles (1.3 km) to the west of
26 the 42” corridor. Nearby parks include Wilmington Recreation Center and
27 Wilmington Town Square Park about 0.5 mile (0.8 km) to 0.8 miles (1.3 km)

northwest of the 24" corridor, as well as proposed parks (Avalon Triangle Park, Banning's Landing Waterfront) within about 500 ft (152 m) of the 24" corridor.

Pipeline construction would be visible to users of the Leeward Bay Marina, and some of the pipeline route would be visible to nearby recreational boaters and passenger cruisers (Catalina Express, cruise ships). Views from other recreation areas noted above would be screened by intervening infrastructure. As discussed in Section 3.1, Aesthetics and Visual Resources, construction would result in only minimal changes to the visual landscape of the proposed Project area, which is industrial in nature. The presence of construction equipment would not obstruct views of the open water and breakwater and would blend with existing Port development. Since no marine-based equipment is needed for pipeline construction, there would be no effect on recreational pleasure craft or passenger-oriented vessels. Therefore, pipeline construction would not result in a loss of recreational opportunities.

Pipeline construction would generate noise very near marinas in the inner Harbor. Table 3.11-7 summarizes the estimated noise impacts compared to permissible thresholds in the LA CEQA Guidelines as discussed above. Construction-generated noise levels would be below the threshold range. However, the 7 dB increase over ambient noise levels may be perceived by some as intrusive or annoying.

Table 3.11-7. Estimated Pipeline Construction-Related Noise Impacts on Recreational Receptors

Area # in Figure 3.10-1	Location	Time of Day	Calculated (L_{eq}) (dB(A))	Total Construction Noise (dB(A))	Total Ambient + Construction (dB(A))	Increment over Ambient (dB(A))	Threshold (dB(A))
1	Berth 204	9:42 pm 9:57 pm	53	59	60	7	67-70
2	Lighthouse Yacht Landing	10:07 pm 10:22 pm	52	58	59	7	67-70
21	Stephen White Street & Oliver Vickery Circle Way	3:30 pm 3:45 pm	54	42	54	<1	67-70
LR-2	Reservation Point	4:45 pm 5:00 pm	54	42	54	<1	67-70

Based on the potential perception of construction noise as intrusive or annoying, pipeline construction would have a significant adverse impact on the quality of the recreation experience in areas near the construction activity.

CEQA Impact Determination

Proposed construction at the tank farm sites would not significantly impact the quality of recreational and visitor-oriented resources or result in a loss of any recreational resources relative to the CEQA Baseline. However, pile driving associated with Pier 400 construction and pipeline construction at some locations could be perceived by some to significantly diminish the quality of recreational experience. Therefore, CEQA impacts related to **REC-1.1** would be significant.

1 *Mitigation Measures*

2 **MM NOISE-1** (Selection of Contractor For Pile Driving With Consideration of
3 Noise Reduction) and **MM NOISE-2** (Restricted Hours for Pile Driving) would
4 reduce the impact of pile driving noise, but probably not to insignificant levels.

5 In addition, **MM 4K-4** (Boating Safety Measures During In-Water Construction)
6 from the Deep Draft FEIS/FEIR would apply. As described in Section 3.11.1.1, this
7 measure would require the Port to coordinate public notifications with yacht clubs,
8 buoy and mark construction zones, and add boating safety measures such as
9 increased harbor patrols in the construction areas.

10 *Residual Impact*

11 Significant and unavoidable.

12 **NEPA Impact Determination**

13 Proposed construction at the tank farm sites and pipeline corridors would not
14 significantly impact the quality of recreational and visitor-oriented resources or result
15 in a loss of any recreational resources relative to the NEPA Baseline. However, pile
16 driving associated with Pier 400 construction could be perceived by some to
17 significantly diminish the quality of recreational experience. Therefore, NEPA
18 impacts related to **REC-1.1** would be significant.

19 *Mitigation Measures*

20 **MM NOISE-1** (Selection of Contractor For Pile Driving With Consideration of
21 Noise Reduction) and **MM NOISE-2** (Restricted Hours for Pile Driving) would
22 reduce the impact of pile driving noise, but probably not to insignificant levels. In
23 addition, **MM 4K-4** (Boating Safety Measures During In-Water Construction) from
24 the Deep Draft FEIS/FEIR would apply.

25 *Residual Impact*

26 Significant and unavoidable.

27 **Impact REC-2.1: Construction of the proposed Project would not result**
28 **in a demand for recreation and park services that exceeds the available**
29 **resources.**

30 Project construction activities would not cause a demand for additional parks and
31 recreational services. As described in Section 2.4.3.1, up to approximately 523
32 construction personnel would be employed at the various construction sites for the
33 peak construction period (based on the conservative assumption that all construction
34 sites would be in peak construction at the same time). This workforce is expected to
35 live primarily in the Los Angeles Basin. Even if construction workers utilize local
36 recreation and park facilities during the construction period, this would add
37 minimally to demand for nearby facilities for the limited period of construction.

1 Construction is not anticipated to result in an increase in permanent population in the
2 proposed Project vicinity because construction employment would be short-term and
3 likely come from the local area. Further, the proposed Project would not result in
4 population growth as there is no housing component to the proposed Project (see
5 Section 3.15, Population and Housing).

6 **CEQA Impact Determination**

7 In the absence of significant population growth (i.e., new housing or employment
8 generators) induced by the project and considering the minimal additional demand
9 for recreational and park services from construction workers, the impacts on
10 recreation and park services relative to the CEQA Baseline related to **REC-2.1** would
11 be less than significant.

12 *Mitigation Measures*

13 No mitigation is required.

14 *Residual Impact*

15 Less than significant.

16 **NEPA Impact Determination**

17 In the absence of significant population growth (i.e., new housing or employment
18 generators) and minimal additional demand for recreational and park services from
19 construction workers, there would be no impact on recreation and park services
20 relative to the NEPA Baseline. Therefore, NEPA impacts related to **REC-2.1** would
21 be less than significant.

22 *Mitigation Measures*

23 No mitigation is required.

24 *Residual Impact*

25 Less than significant.

26 **3.11.4.3.1.2 Operational Impacts**

27 **Impact REC-1.2: Proposed Project operations could result in a**
28 **temporary substantial loss or diminished quality of recreational,**
29 **educational, or visitor-oriented opportunities, facilities, or resources in**
30 **the event of an oil spill.**

31 **Pier 400 Sites.** As described above under **Impact REC-1.1**, the nearest recreational
32 facilities to the Pier 400 sites include the Cabrillo Beach recreational complex, the
33 Cabrillo Beach Fishing Pier, various pleasure craft marinas, and passing pleasure
34 craft. The presence of the Marine Terminal, Tank Farm Site 1, and tanker vessels
35 using the new wharf would be visible to visitors at the Cabrillo Beach recreational
36 complex, the Cabrillo Beach Fishing Pier, and nearby recreational boaters and

1 passenger cruisers. However, new industrial facilities at Pier 400 would not
2 obstruct views of the open water and breakwater. Additionally, they would comprise
3 only a small part of the larger, industrial view of the Port, including the presence of
4 marine terminals and storage tanks at other locations (see Section 3.1, Aesthetics
5 and Visual Resources, for more details).

6 Operational noise sources would include the intermittent sounds from offloading
7 crude oil at the Marine Terminal, the shipping vessels themselves, tugs during
8 mooring operations, pumps, and the piping system. Noise levels would not stand out
9 over existing background noise levels (see Section 3.10, Noise). Operations would
10 also have little effect on vessel transportation, including pleasure craft or passenger
11 vessels. The harbor waters surrounding the proposed Marine Terminal are largely
12 utilized for commercial shipping activities. Proposed Project operations would not
13 impede vessel travel lanes in the Main Channel, as discussed in Section 3.9, Marine
14 Transportation. The use of Very Large Crude Carriers (VLCCs) and relatively
15 short transit between the breakwater and Berth 408 would minimize the number of
16 project-related ships transiting the area, and operations would not impede
17 navigation of the Catalina Express, cruise ships, or pleasure craft in the Main
18 Channel or other designated transit lanes, and thus, would not impact access to the
19 Outer Harbor or open ocean. VLCCs would, during transit or while in the berth,
20 present a higher profile than smaller vessels, which could have a short term adverse
21 effect on sailing pleasure vessels in the immediate vicinity of the berth and transit
22 lanes due to the wind shadow (obstruction of wind coming from behind a large vessel
23 so that sailboats downwind are deprived of wind to fill their sails) caused by the
24 larger vessels. However, prudent sailors would be expected to avoid the wind
25 shadow, so the impact is expected to be minimal.

26 **Oil Spill.** An accidental oil spill during vessel offloading activities at the proposed
27 Berth 408 could degrade harbor fisheries, thereby diminishing the quality of
28 recreational fishing at Cabrillo Beach, as well as limiting or even precluding certain
29 on-water boating opportunities for the duration of any cleanup effort. Oil reaching a
30 recreational marina could coat vessels moored there and, potentially, foul cooling
31 water intakes and other below waterline fittings with potential adverse effects.
32 Vessels coated with oil would need to be cleaned prior to future use. Beaches in the
33 vicinity of an oil spill would potentially be oiled and require cleanup, which typically
34 would preclude recreational uses during the cleanup effort. Depending on the size of
35 spill, cleanup and the associated preclusion of recreational uses could last from
36 several days to several weeks or months.

37 Marine oil spills have diminished in both frequency and size in the last several
38 decades (see Section 3.12). In addition, spill response capabilities have improved as
39 well with numerous Oil Spill Response Organizations (OSROs) having been
40 established to provide all manner of spill response services and resources. A spill
41 containment boom will be deployed around each tank vessel upon arrival prior to
42 crude oil transfer and will remain in place during all transfer operations.
43 Nevertheless, a minor or major spill of a few hundred or a few thousand barrels that
44 escaped containment could spread within the harbor area.

45 The facility would be designed to protect the environment in the immediate vicinity of
46 unloading operations. As noted above, booms would be deployed around offloading
47 vessels to prevent oil from migrating into the greater harbor area should a spill occur.

1 Additionally, as discussed in Section 3.12, Risk of Upset/Hazardous Materials,
2 recommended **MM RISK-2.1a** (Double-Hulled Vessels) and **MM RISK-2.1b**
3 (Quick-Release Couplings) would lower the risk of an accidental oil spill. As
4 presented in Table 3.12-6, the risk of a minor spill is approximately one in 43 years
5 by 2025-2040. Similarly, the risk of a moderate spill is much lower (one in 21,631
6 years), though the consequences are greater. A minor (less than 238 bbl or 10,000
7 gallons) or moderate (238 to 2,380 bbl) oil spill would result in short term adverse
8 recreational impacts.

9 Therefore, operations at Pier 400, including vessel offloading, have the potential for a
10 significant adverse impact on the quality of recreational and visitor-oriented
11 resources and to result in a loss of recreational resources in the event of even minor
12 spills. The loss of recreational opportunities would be short term, but the temporary
13 magnitude of the loss could be substantial.

14 **Tank Farm Sites.** As described above under Impact REC-1.1, nearby recreation
15 facilities include Berths 86-95, various pleasure craft marinas, and passing pleasure
16 craft. Due to intervening infrastructure, some of the new buildings and Tank Farm
17 Sites would be screened from view, and those structures still visible would comprise
18 only a small part of the larger, industrial view of the Port, including the presence of
19 marine terminals and storage tanks at other locations (see Section 3.1, Aesthetics
20 and Visual Resources, for more details). Operation of the tank farm sites would not
21 affect vessel transportation, and noise levels would not stand out over existing
22 background noise levels (see Section 3.10, Noise). Therefore, tank farm operations
23 would not significantly impact the quality of recreational and visitor-oriented
24 resources or result in a loss of any recreational resources.

25 **Pipelines.** As described above under Impact REC-1.1, various marina facilities and
26 land-based parks are located near the proposed pipeline corridors. The proposed
27 Project pipelines would be located underground, with the exception of one pigging
28 station and two water crossings. The pigging station and water crossings would not
29 block any scenic views and would blend with the existing industrial nature of the
30 proposed Project site. Therefore, operation of the pipelines would not result in
31 significant visual impacts, noise, or obstruction of vessel traffic.

32 Pipeline Segment 3 would be located close to the proposed Avalon Triangle Park
33 and the Banning's Landing Pedestrian Park. However, the pipeline would be
34 drilled underground at depths of between 4 feet (1.2 m) and 170 feet (51.8 m) at
35 these locations, and are expected to have been installed by the time these parks are
36 developed. Potential impacts to the proposed parks from pipeline leakage or breaks
37 are discussed in Section 3.12, Risk of Upset/Hazardous Materials.

38 Pipeline operation would not significantly impact the quality of recreational and
39 visitor-oriented resources or result in a loss of any recreational resources.

40 **CEQA Impact Determination**

41 Proposed operations at the Marine Terminal at Pier 400, tank farm sites, and pipeline
42 corridors would significantly impact the quality of recreational and visitor-oriented
43 resources and potentially result in a loss of recreational resources relative to the

1 CEQA Baseline in the event of an oil spill. Therefore, CEQA impacts related to
2 **REC-1.2** would be significant.

3 *Mitigation Measures*

4 **MM RISK-2.1a** (Double-Hulled Vessels) and **MM RISK-2.1b** (Quick-Release
5 Couplings) would lower the risk of an accidental oil spill. However, no measures can
6 eliminate the risk entirely.

7 *Residual Impact*

8 Significant and unavoidable.

9 **NEPA Impact Determination**

10 Proposed operations at the Marine Terminal at Pier 400, tank farm sites, and pipeline
11 corridors would significantly impact the quality of recreational and visitor-oriented
12 resources and potentially result in a loss of recreational resources relative to the
13 NEPA Baseline in the event of an oil spill. Therefore, NEPA impacts related to
14 **REC-1.2** would be significant.

15 *Mitigation Measures*

16 **MMs RISK-2.1a** (Double-Hulled Vessels) and **RISK-2.1b** (Quick-Release
17 Couplings) would lower the risk of an accidental oil spill. However, no measures can
18 eliminate the risk entirely.

19 *Residual Impact*

20 Significant and unavoidable.

21 **Impact REC-2.2: Proposed Project operations would not result in a**
22 **demand for recreation and park services that exceeds the available**
23 **resources.**

24 Operation of the proposed Project is not expected to result in substantial increases in
25 population. As described in Section 3.15 (Population and Housing), the proposed
26 Project is estimated to create 48 permanent direct jobs attributable to operations in
27 2010, and 54 jobs in 2025-2040, with the increase in later years attributable to the
28 increase in pilot and towing jobs due to more vessel calls, as well as maintenance and
29 inspection that would occur after the first five to ten years of operations. These jobs
30 include those associated with the terminal operations themselves as well as tugboat
31 crews and Port pilots. In addition, linkages among economic sectors would result in
32 the creation of 158 indirect jobs in related sectors, for a total of 212 jobs. It is
33 anticipated that existing residents in and adjacent to the Port area would largely fill
34 these new jobs. Further, the proposed Project would not result in population growth
35 (see Section 3.15, Population and Housing).

CEQA Impact Determination

Implementation of the proposed Project would not induce population growth (i.e., new housing or employment generators), and the minor increase in permanent employment would result in only minimal increased demands on existing parks and recreational services. Therefore, CEQA impacts related to **REC-2.2** would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impact

Less than significant.

NEPA Impact Determination

Implementation of the proposed Project would not induce population growth (i.e., new housing or employment generators), and the minor increase in permanent employment would result in only minimal increased demands on existing parks and recreational services. Therefore, NEPA impacts related to **REC-2.2** would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impact

Less than significant.

3.11.4.3.2 No Federal Action/No Project Alternative

Under the No Federal Action/No Project Alternative, proposed Project facilities would not be constructed or operated. As described in Section 2.5.2.1, the No Federal Action/No Project Alternative considers the only remaining allowable and reasonably foreseeable use of the proposed Project site: Use of the site for temporary storage of wheeled containers on the site of Tank Farm 1 and on Tank Farm Site 2. This use would require paving, construction of access roads, and installation of lighting and perimeter fencing.

In addition, for analysis purposes, under the No Federal Action/No Project Alternative a portion of the increasing demand for crude oil imports is assumed to be accommodated at existing liquid bulk terminals in the San Pedro Bay Ports, to the extent of their remaining capacities. Although additional demand, in excess of the capacity of existing marine terminals to receive it, may come in by rail, barge, or other means, rather than speculate about the specific method by which more crude oil or refined products would enter southern California, for analysis purposes, the impact assessment for the No Federal Action/No Project Alternative in this SEIS/SEIR is based on marine deliveries only up to the available capacity of existing crude oil berths.

1 As described in Section 2.5.2.1, the impact assessment for the No Federal Action/No
2 Project Alternative also assumes existing terminals would eventually comply with the
3 California State Lands Commission (CSLC) Marine Oil Terminal Engineering and
4 Maintenance Standards (MOTEMS), that LAHD and the Port of Long Beach would
5 renew the operating leases for existing marine terminals, and that existing terminals
6 would comply with Clean Air Action Plan (CAAP) measures as of the time of lease
7 renewal (i.e., 2008 for Port of Long Beach Berths 84-87, 2015 for LAHD Berths 238-
8 240, and 2023 for Port of Long Beach Berths 76-78).

9 The NEPA Baseline condition coincides with the No Federal Action/No Project
10 Alternative for this project because the USACE, the LAHD, and the applicant have
11 concluded that, absent a USACE permit, no part of the proposed Project would be
12 built (Section 2.6.1). All elements of the No Federal Action/No Project Alternative
13 are identical to the elements of the NEPA Baseline. Therefore, under a NEPA
14 determination there would be no impact associated with the No Federal Action/No
15 Project Alternative.

16 **3.11.4.3.2.1 Construction Impacts**

17 **Impact REC-1.1: Construction of the No Federal Action/No Project**
18 **Alternative would not result in a substantial loss or diminished quality**
19 **of recreational, educational, or visitor-oriented opportunities, facilities,**
20 **or resources.**

21 The No Federal Action/No Project Alternative involves use of a portion of the
22 terminal project site for temporary storage of wheeled containers as well as Tank Farm
23 Sites 1 and 2 by APM, the operator of the existing container terminal on Pier 400. This
24 use would require paving the Tank Farm Sites, constructing access roads, and
25 installing lighting and certain other improvements, as described in Section 2.5.2.1.
26 Construction activity would be minimal and occur over a relatively short time period.
27 There would be no pile driving or pipeline installation. Therefore, the potentially
28 significant impacts of construction associated with the proposed Project and the
29 Reduced Project Alternative would not occur. Impacts of construction would be
30 substantially less than for the proposed project or its alternatives and the recreational;
31 impacts would be less than significant.

32 **CEQA Impact Determination**

33 Proposed minor construction for the No Federal Action/No Project Alternative would
34 not significantly impact the quality of recreational and visitor-oriented resources or
35 result in a loss of any recreational resources relative to the CEQA Baseline in most
36 locations. Therefore, CEQA impacts related to **REC-1.1** would be less than
37 significant.

38 *Mitigation Measures*

39 No mitigation is required.

40 *Residual Impact*

41 Less than significant.

NEPA Impact Determination

Because the No Federal Action/No Project Alternative is identical to the NEPA Baseline in this project, there would be no NEPA impact related to **Impact REC-1.1**.

Mitigation Measures

No mitigation is required.

Residual Impact

No impact.

Impact REC-2.1: Construction of the No Federal Action/No Project Alternative would not result in a demand for recreation and park services that exceeds the available resources.

The No Federal Action/No Project Alternative involves very minor construction over a relatively short time period to install pavement, fencing and light standards at the Tank Farm sites. The workforce would be small and construction would occur over a matter of a few weeks to a few months. Therefore, there would be negligible demand for recreation and park services and impacts of construction would be substantially less than for the proposed Project or its alternatives and the recreational impacts would be less than significant.

CEQA Impact Determination

Given the minimal additional demand for recreational and park services from construction workers in the No Federal Action/No Project Alternative, the impacts on recreation and park services relative to the CEQA Baseline related to **REC-2.1** would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impact

Less than significant.

NEPA Impact Determination

Because the No Federal Action/No Project Alternative is identical to the NEPA Baseline in this project, there would be no NEPA impact related to **Impact REC-2.1**.

Mitigation Measures

No mitigation is required.

Residual Impact

No impact.

3.11.4.3.2.2 Operational Impacts

Impact REC-1.2: The No Federal Action/No Project Alternative would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.

Under this alternative, increased vessel traffic to LAHD Berths 238-240 would enter through the breakwaters at Angels Gate and proceed via the Glenn Anderson Ship Channel to Main Channel and the berths. This traffic would follow the same route as vessels approaching Berth 408, but continue into the main channel rather than mooring at Berth 408. Virtually all recreational boaters from marinas in the Port would experience some increase in tanker traffic because recreational vessels and commercial shipping share the same channels in the Port.

Increased vessel traffic to Port of Long Beach Berths 76-78 and 84-87 would enter the breakwaters at Queens Gate and proceed via Long Beach Channel and Back Channel to the berths. This vessel traffic represents an incremental increase to traffic that would otherwise occur in Long Beach Harbor if the proposed Project were built. Large vessels entering the Port of Long Beach do not pass near recreational marinas in the Long Beach area, which are concentrated around Queensway Bay. Therefore, recreational boaters in the Port of Long Beach would experience less increase in commercial shipping traffic than boaters in the Port of Los Angeles, under the No Federal Action/No Project Alternative.

Table 3.11-8 identifies the increase in marine oil tanker vessel traffic into the San Pedro Bay Ports that would occur under the No Federal Action/No Project Alternative. The increase in large vessel transits over longer distances to berths deeper within the respective harbors would increase opportunities for conflicts between commercial and recreational vessels.

Table 3.11-8. Tanker Vessel Call Increases Under No Federal Action/No Project Alternative Relative to CEQA Baseline (2004)

<i>Year</i>	<i>Tanker Vessel Call Increase at the Port of Los Angeles</i>	<i>Tanker Vessel Call Increase at the Port of Long Beach</i>
2010	125	104
2015	146	121
2025	146	121
2040	146	121

The maximum increase in commercial vessel traffic associated with the No Federal Action/No Project Alternative would be less than one tanker call every other day for the Port of Los Angeles and somewhat less for the Port of Long Beach. This compares with approximately eight vessel calls per day for the Port of Los Angeles and ten vessel calls per day in the Port of Long Beach currently. Therefore, the quality of recreational and visitor-oriented resources would not be substantially affected nor would there be a loss of any recreational resource.

An accidental oil spill during vessel transit or offloading activities could degrade harbor fisheries, thereby diminishing the quality of recreational fishing at Cabrillo Beach, as well as limiting or even precluding certain on-water boating opportunities

1 for the duration of any cleanup effort. While the No Federal Action/No Project
2 Alternative does not entail the construction of a marine terminal, there would be an
3 incremental increase in the transport and transfer of crude oil in both Los Angeles
4 and Long Beach Harbors. Therefore, oil spill impacts to recreation under the No
5 Federal Action/No Project Alternative, if they occur, would be potentially significant.

6 **CEQA Impact Determination**

7 The No Federal Action/No Project Alternative has the potential to significantly
8 impact the quality of recreational and visitor-oriented resources and potentially result
9 in a loss of recreational resources relative to the CEQA Baseline in the event of an oil
10 spill. Therefore, CEQA impacts related to **REC-1.2** would be significant.

11 *Mitigation Measures*

12 No mitigation measures could be applied to reduce the risk, as the No Federal
13 Action/No Project Alternative does not involve a discretionary action by the LAHD
14 under which relevant mitigations could be applied. However, it should be noted that
15 **MM RISK-2.1a** (Double-Hulled Vessels) and **MM RISK-2.1b** (Quick-Release
16 Couplings) would eventually apply to all liquid bulk petroleum terminals in
17 California. Double-hulled tankers will be required by USCG regulations in 2015,
18 while loading arm quick release couplings are to be required by MOTEMS and will
19 be required during State Tidelands lease renewal. Therefore, all marine terminals in
20 California will likely be required to comply with these mitigation measures within
21 the next 10 years. However, no measures can eliminate the risk entirely.

22 *Residual Impact*

23 Significant and unavoidable.

24 **NEPA Impact Determination**

25 Because the No Federal Action/No Project Alternative is identical to the NEPA
26 Baseline in this project, there would be no NEPA impact related to **Impact REC-1.2**.

27 *Mitigation Measures*

28 No mitigation is required.

29 *Residual Impact*

30 No impact.

31 **Impact REC-2.2: Operations in the No Federal Action/No Project**
32 **Alternative would not result in a demand for recreation and park**
33 **services that exceeds the available resources.**

34 Even if some of the increased demand for crude oil at the Port is accommodated at
35 other existing liquid bulk terminals in the San Pedro Bay Ports, there would be, at
36 most, only a minor increase in related employment (as discussed in Section 3.15,
37 approximately 12 new pilot and towing jobs to support increased numbers of tanker

1 vessels, plus an estimated 32 indirect jobs). As discussed in Section 3.15, any new
2 jobs would likely be filled by existing residents in and adjacent to the area.
3 Therefore, the No Federal Action/No Project Alternative would not result in
4 substantial population growth or an increase in employment that would result in
5 increased demands on existing parks and recreational services.

6 **CEQA Impact Determination**

7 The No Federal Action/No Project Alternative would have less than significant CEQA
8 impacts on recreational resources or opportunities related to **REC-2.2**. No mitigation is
9 required.

10 *Mitigation Measures*

11 No mitigation is required.

12 *Residual Impact*

13 Less than significant.

14 **NEPA Impact Determination**

15 Because the No Federal Action/No Project Alternative is identical to the NEPA
16 Baseline in this project, there would be no NEPA impact related to **Impact REC-2.2**.

17 *Mitigation Measures*

18 No mitigation is required.

19 *Residual Impact*

20 No impact.

21 **3.11.4.3.3 Reduced Project Alternative**

22 Under the Reduced Project Alternative, as described in Section 2.5.2.2, construction
23 and operation at Berth 408 would be identical to the proposed Project with the
24 exception of the lease cap limiting throughput in certain years. However, as
25 explained in Section 2.5.2.2, the lease cap would not change the amount of crude oil
26 demanded in southern California, and therefore the analysis of the Reduced Project
27 Alternative also includes the impacts of marine delivery of incremental crude oil
28 deliveries to existing liquid bulk terminals in the San Pedro Bay Ports in years where
29 demand exceeds the capacity of the lease-limited Berth 408.

30 As described in Section 2.5.2.2, the impact assessment for the Reduced Project
31 Alternative also assumes existing terminals would eventually comply with the
32 MOTEMS, that the LAHD and the Port of Long Beach would renew the operating
33 leases for existing marine terminals, and that existing terminals would comply with
34 CAAP measures as of the time of lease renewal (i.e., 2008 for Port of Long Beach
35 Berths 84-87, 2015 for LAHD Berths 238-240, and 2023 for Port of Long Beach
36 Berths 76-78).

3.11.4.3.3.1 Construction Impacts

Impact REC-1.1: Reduced Project Alternative construction would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.

Pier 400 Sites. Under the Reduced Project Alternative, construction of the Marine Terminal and Tank Farm Site 1 at Pier 400 would be identical to the proposed Project. Therefore, as in the proposed Project, construction would be visible to visitors at the Cabrillo Beach recreational complex, the Cabrillo Beach Fishing Pier, and nearby recreational boaters and passenger cruisers (Catalina Express, cruise ships). As discussed in Section 3.1, Aesthetics and Visual Resources, construction would result in only minimal changes to the visual landscape of the Pier 400 complex, which is industrial in nature. The presence of construction equipment at Pier 400 would not obstruct views of the open water and breakwater and would blend with existing Port development. Also, the construction activity may be considered by some to be an interesting addition to the routine waterfront activity.

Development of the Marine Terminal at Pier 400 would require use of support boats (primarily tugs and barges) to support pile driving, similar to the proposed Project. As discussed in Section 3.9, Marine Transportation, the short-term presence of support boats at the proposed Berth 408 would not reduce the existing level of safety for vessel navigation in the Port. In addition, construction activities would not impede navigation of the Catalina Express, cruise ships, or pleasure craft in the Main Channel or other designated transit lanes, and thus, would not impact access to the Outer Harbor or open ocean. Therefore, construction of the Reduced Project Alternative would not result in a substantial loss of recreational opportunities.

As noted in Section 3.11.4.3.1 discussing the proposed Project, the noise impact analysis (Section 3.10.4.3.1) identified several locations in the Port near recreational facilities where ambient noise levels would increase during pile driving for Pier 400 construction. These include the Cabrillo Marina and a residential area adjacent to Cabrillo Beach Park. Therefore, the adjacent recreational areas would also experience increased noise levels. The impacts would be temporary. However, the noise would be noticeable above ambient noise levels and may be perceived as intrusive by some.

As described in Section 3.11.4.3.1, Table 3.11-4 identifies the City of Los Angeles Community Noise Exposure Thresholds as they apply to various land uses, including parks and playgrounds. Many recreational activities are accompanied by noise, whether it is human voices, motorized vehicles or watercraft, the cheering of crowds, the impact of balls on bats, or other noise generating factors, some of them quite loud. Therefore, it is inappropriate to apply the same standards to recreation facilities as apply to residential land uses. As Table 3.11-4 indicates, “normally acceptable” levels of noise for playgrounds and neighborhood parks range from 50 to 70 dB CNEL (Community Noise Exposure Level). The recreation impacts of the Reduced Project Alternative would be less than the normally unacceptable levels of 67-70 dB for recreational sites.

However, Table 3.11-5 compares noise expected to occur during the pile driving phase of construction at locations associated with recreational activity for which

1 ambient levels have been monitored. While these locations are considered in Section
2 3.10 as residential receptors, they are also recreational locations, or are immediately
3 adjacent to recreation areas. For all sites, the total ambient plus construction noise
4 level is below the City of Los Angeles CEQA threshold range for parks and
5 playgrounds. Nevertheless, pile driving for marine terminal construction would entail
6 impact noise up to 11 dB over ambient levels in the area of Reservation Point.
7 Therefore, the average noise level, though indicative of the overall effect of the noise
8 on the auditory environment and less than the threshold range in Table 3.11-5, may
9 not reflect the typical individual's perception of the noise as intrusive or annoying.
10 On the basis of the likely perception of some individuals that pile driving noise is
11 intrusive or annoying, the impact of marine terminal construction noise for the
12 Reduced Project Alternative on the quality of recreational experience is considered
13 potentially significant.

14 Therefore, Reduced Project Alternative construction noise would significantly impact
15 the quality of recreational and visitor-oriented resources during construction. The
16 impact would be of limited duration.

17 **Tank Farm Sites.** Under the Reduced Project Alternative, construction of the Tank
18 Farms would be the same as the proposed Project. Similar to the proposed Project,
19 existing Port terminals, railways, and roadways are situated between nearby
20 recreational facilities and the proposed construction sites. Due to intervening
21 infrastructure, recreational users, including passing pleasure craft, would see little
22 construction activity, and any view of construction equipment would blend with
23 existing Port development.

24 Similarly, construction noise may be audible, but would not increase significantly
25 over existing ambient noise levels, as discussed in Section 3.10, Noise. Therefore,
26 noise levels are not expected to diminish the quality of recreational activities in the
27 area of the Tank Farm Sites.

28 Proposed construction at the Tank Farm Sites, therefore, would not significantly
29 impact the quality of recreational and visitor-oriented resources or result in a loss of
30 any recreational resources.

31 **Pipelines.** Under the Reduced Project Alternative, pipeline corridors would be
32 similar to the proposed Project. Pipeline construction would be visible to users of the
33 Leeward Bay Marina, and some of the pipeline route would be visible to nearby
34 recreational boaters and passenger cruisers (Catalina Express, cruise ships) during
35 construction. Views from other recreation areas noted above would be screened by
36 intervening infrastructure. As discussed in Section 3.1, Aesthetics and Visual
37 Resources, construction would result in only minimal changes to the visual landscape
38 of the Project area, which is industrial in nature. The presence of construction
39 equipment would not obstruct views of the open water and breakwater and would
40 blend with existing Port development. Since no marine-based equipment is needed
41 for pipeline construction, there would be no effect on recreational pleasure craft or
42 passenger-oriented vessels. Therefore, pipeline construction would not result in a loss
43 of recreational opportunities.

44 Pipeline construction for the Reduced Project Alternative would generate noise very
45 near marinas in the inner Harbor. Refer to Table 3.11-7 which summarizes the

1 estimated noise impacts compared to permissible thresholds for parks and
2 playgrounds in the LA CEQA Guidelines. Construction-generated noise levels
3 would be below the threshold range. However, the 7 dB increase over ambient noise
4 levels may be perceived by some as intrusive or annoying. Based on the potential
5 perception of construction noise as intrusive or annoying, pipeline construction
6 would have a significant adverse impact on the quality of the recreation experience in
7 areas near the construction activity.

8 **CEQA Impact Determination**

9 Reduced Project Alternative construction at the tank farm sites would not
10 significantly impact the quality of recreational and visitor-oriented resources or result
11 in a loss of any recreational resources relative to the CEQA Baseline. However, pile
12 driving associated with Pier 400 construction and pipeline construction at some
13 locations could be perceived by some to significantly diminish the quality of
14 recreational experience. Therefore, CEQA impacts related to **REC-1.1** would be
15 significant.

16 *Mitigation Measures*

17 **MM NOISE-1** (Selection of Contractor For Pile Driving With Consideration of
18 Noise Reduction) and **MM NOISE-2** (Restricted Hours for Pile Driving) would
19 reduce the impact of pile driving noise, but probably not to insignificant levels. In
20 addition, **MM 4K-4** (Boating Safety Measures During In-Water Construction) from
21 the Deep Draft FEIS/FEIR would apply.

22 *Residual Impact*

23 Significant and unavoidable.

24 **NEPA Impact Determination**

25 Reduced Project Alternative construction at the tank farm sites and pipeline corridors
26 would not significantly impact the quality of recreational and visitor-oriented
27 resources or result in a loss of any recreational resources relative to the NEPA
28 Baseline. However, pile driving associated with Pier 400 construction could be
29 perceived by some to significantly diminish the quality of recreational experience.
30 Therefore, NEPA impacts related to **REC-1.1** would be significant.

31 *Mitigation Measures*

32 **MM NOISE-1** (Selection of Contractor For Pile Driving With Consideration of
33 Noise Reduction) and **MM NOISE-2** (Restricted Hours for Pile Driving) would
34 reduce the impact of pile driving noise, but probably not to insignificant levels. In
35 addition, **MM 4K-4** (Boating Safety Measures During In-Water Construction) from
36 the Deep Draft FEIS/FEIR would apply.

37 *Residual Impact*

38 Significant and unavoidable.

1 **Impact REC-2.1: Reduced Project Alternative construction activities**
2 **would not result in a demand for recreation and park services that**
3 **exceeds the available resources.**

4 As described in Section 2.4.3.1, up to approximately 523 construction personnel
5 would be employed at the various construction sites for the peak construction period
6 (based on the conservative assumption that all construction sites would be in peak
7 construction at the same time). Similar to the proposed Project, this workforce would
8 primarily live in the Los Angeles Basin. Even if construction workers utilize local
9 recreation and park facilities during the construction period, this would add
10 minimally to demand for nearby facilities because only a small fraction would be
11 expected to use these facilities at any one time.

12 Construction is not anticipated to result in an increase in permanent population in the
13 proposed Project vicinity because construction employment would be short-term and
14 likely come from the local area. Further, the Reduced Project Alternative would not
15 result in population growth as no housing component is proposed as part of this
16 alternative (see Section 3.15, Population and Housing).

17 **CEQA Impact Determination**

18 Since the Reduced Project Alternative would not cause significant population growth
19 (i.e., new housing or employment generators) while adding only a minimal increment
20 of demand for recreational and park services from construction workers, construction
21 activities associated with the Reduced Project Alternative would have less than
22 significant CEQA impacts related to **REC-2.1**.

23 *Mitigation Measures*

24 No mitigation is required.

25 *Residual Impact*

26 Less than significant.

27 **NEPA Impact Determination**

28 Since the Reduced Project Alternative would not cause significant population growth
29 (i.e., new housing or employment generators) while adding only a minimal increment
30 of demand for recreational and park services from construction workers, construction
31 activities associated with the Reduced Project Alternative would have less than
32 significant NEPA impacts related to **REC-2.1**.

33 *Mitigation Measures*

34 No mitigation is required.

35 *Residual Impact*

36 Less than significant.

3.11.4.3.3.2 Operational Impacts

Impact REC-1.2: Reduced Project Alternative operations could result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the event of an oil spill.

Operations would involve some increase in vessel traffic to other berths in the San Pedro Bay Ports to make up for the crude oil volumes that would not be accommodated by the caps placed on the Reduced Project. Similar to the proposed Project, operational noise sources would include the intermittent sounds from offloading crude oil at the Marine Terminal, the shipping vessels themselves, tugboats, pumps, and the piping system. Noise levels would not stand out over existing background noise levels (see Section 3.10, Noise). Operations would also have little effect on vessel transportation, including pleasure craft or passenger vessels. The harbor waters surrounding the proposed Marine Terminal are largely utilized for commercial shipping activities. Operations would not impede vessel travel lanes in the Main Channel, as discussed in Section 3.9, Marine Transportation. The use of VLCCs would minimize the number of ships in the area, and operations would not impede navigation of the Catalina Express, cruise ships, or pleasure craft in the Main Channel or other designated transit lanes, and thus, would not impact access to the Outer Harbor or open ocean.

Increased vessel traffic to Berths 238-240 in the Port would enter through the breakwaters at Angels Gate and proceed via the Glenn Anderson Ship Channel to Main Channel and the berths. The increase is smaller than for the No Federal Action/No Project Alternative because less oil would be diverted to alternative terminals in the San Pedro Bay Ports (see Table 3.11-7). This traffic would follow the same route as vessels approaching Berth 408, but continue into the main channel rather than mooring at Berth 408. Virtually all marine recreation facilities in the Port would experience some increase in tanker traffic because recreational vessels and commercial shipping share the same channels in the Port.

Increased vessel traffic to Port of Long Beach Berths 76-78 and 84-87 would enter the breakwaters at Queens Gate and proceed via Long Beach Channel and Back Channel to the berths. This vessel traffic represents an incremental increase to traffic that would otherwise occur in Long Beach Harbor if the proposed Project were built, but a smaller increase than would occur under the No Federal Action/No Project Alternative. Large vessels entering the Port of Long Beach do not pass near recreational marinas in the Long Beach area, which are concentrated around Queensway Bay. Therefore, recreational boaters in the Port of Long Beach would experience less increase in commercial shipping traffic than would boaters in the Port of Los Angeles, under the Reduced Project Alternative.

The following table (Table 3.11-9) identifies the *increase* in marine oil tanker vessel traffic into the San Pedro Bay Ports (other than Berth 408) that would occur under the Reduced Project Alternative. The increase would be less than for the No Federal Action/No Project Alternative since only oil that could not be accommodated by the lower throughput cap on Pier 400 would go to a different location, thereby increasing vessel traffic on the routes to other marine terminals in the San Pedro Bay Ports. The increase in large vessel transits would increase opportunities for conflicts between commercial and recreational vessels.

Table 3.11-9. Tank Vessel Call Increases Under Reduced Project Alternative at Existing Terminals, Relative to CEQA Baseline (2004)

<i>Year</i>	<i>Tanker Vessel Call Increase at Existing Terminals in the Port of Los Angeles</i>	<i>Tanker Vessel Call Increase in the Port of Long Beach</i>
2010	0	0
2015	0	0
2025	114	95
2040	131	109

1 The increase in commercial vessel traffic associated with the Reduced Project
2 Alternative would be somewhat less than for the No Federal Action/No Project
3 Alternative (less than one tanker trip in to or out from the berths per day for the Port
4 of Los Angeles and less than every other day for the Port of Long Beach) in 2040.
5 This compares with approximately eight vessel calls per day for the Port of Los
6 Angeles and ten vessel calls per day in the Port of Long Beach currently. However,
7 there would be no impacts until after 2015, unlike the No Federal Action/No Project
8 Alternative. Even so, the quality of recreational and visitor-oriented resources would
9 not be substantially affected nor would there be a loss of any recreational resource.

10 Similar to the proposed Project, an accidental oil spill during vessel offloading
11 activities at the proposed Berth 408 could degrade harbor fisheries, thereby
12 diminishing the quality of recreational fishing at Cabrillo Beach, as well as limiting
13 or even precluding certain on-water boating opportunities for the duration of any
14 cleanup effort. Oil reaching a recreational marina could coat vessels moored there
15 and, potentially, foul cooling water intakes and other below waterline fittings with
16 potential adverse effects. Vessels coated with oil would need to be cleaned prior to
17 future use. Beaches in the vicinity of an oil spill would potentially be oiled and
18 require cleanup, which typically would preclude recreational uses during the cleanup
19 effort. Depending on the size of spill, cleanup and the associated preclusion of
20 recreational uses could last from several days to several weeks or months.

21 Marine oil spills have diminished in both frequency and size in the last several decades
22 (see Section 3.12). In addition, spill response capabilities have improved as well with
23 numerous OSROs having been established to provide all manner of spill response
24 services and resources. A spill containment boom will be deployed around each tank
25 vessel upon arrival prior to crude oil transfer and will remain in place during all transfer
26 operations. Nevertheless, a minor or major spill of a few hundred or a few thousand
27 barrels that escaped containment could spread within the harbor area.

28 The Marine Terminal under the Reduced Project Alternative would be designed and
29 operated, like the proposed Project, to protect the environment in the immediate vicinity
30 of unloading operations. As noted above, booms would be deployed around offloading
31 vessels to prevent oil from migrating into the greater harbor area should a spill occur.
32 Additionally, as discussed in Section 3.12, Risk of Upset/Hazardous Materials,
33 recommended **MM RISK-2.1a** (Double-Hulled Vessels) and **MM RISK-2.1b**
34 (Quick-Release Couplings) would lower the risk of an accidental oil spill. As presented
35 in Table 3.12-16, the risk of a minor spill is approximately one in 23 years by 2025-2040
36 when vessel calls are at their maximum. Similarly, the risk of a moderate spill is much
37 lower (one in 11,688 years), though the consequences are greater. A minor (less than 238

1 bbl or 10,000 gallons) or moderate (238 to 2,380 bbl) oil spill would result in short term
2 adverse recreational impacts.

3 Therefore, operations at Pier 400, including vessel offloading, have the potential for a
4 significant adverse impact on the quality of recreational and visitor-oriented
5 resources and to result in a loss of recreational resources in the event of even minor
6 spills. The loss of recreational opportunities would be short term, but the temporary
7 magnitude of the loss could be substantial.

8 Pipelines would be located underground, with the exception of one pigging station and
9 two water crossings. The pigging station and water crossings would not block any
10 scenic views and would blend with the existing industrial nature of the proposed
11 Project site and vicinity. The 24-inch pipeline route would be located close to the
12 proposed Avalon Triangle Park and the Banning's Landing Pedestrian Park.
13 However, the pipeline would already be installed underground at depths of between
14 4 (1.2 m) and 170 feet (51.8 m) at these locations by the time these parks are
15 developed. Potential impacts to the proposed parks from pipeline leakage or breaks
16 are discussed in Section 3.12, Risk of Upset/Hazardous Materials.

17 **CEQA Impact Determination**

18 Reduced Project operations at the Marine Terminal at Pier 400, tank farm sites, and
19 pipeline corridors would significantly impact the quality of recreational and visitor-
20 oriented resources and potentially result in a loss of recreational resources relative to
21 the CEQA Baseline in the event of an oil spill. Therefore, CEQA impacts related to
22 REC-1.2 would be significant.

23 *Mitigation Measures*

24 **MM RISK-2.1a** (Double-Hulled Vessels) and **MM RISK-2.1b** (Quick-Release
25 Couplings) would lower the risk of an accidental oil spill. However, no measures can
26 eliminate the risk entirely.

27 *Residual Impact*

28 Significant and unavoidable.

29 **NEPA Impact Determination**

30 Reduced Project operations at the Marine Terminal at Pier 400, tank farm sites, and
31 pipeline corridors would significantly impact the quality of recreational and visitor-
32 oriented resources and potentially result in a loss of recreational resources relative to
33 the NEPA Baseline in the event of an oil spill. Therefore, NEPA impacts related to
34 REC-1.2 would be significant.

35 *Mitigation Measures*

36 **MM RISK-2.1a** (Double-Hulled Vessels) and **MM RISK-2.1b** (Quick-Release
37 Couplings) would lower the risk of an accidental oil spill. However, no measures can
38 eliminate the risk entirely.

1 *Residual Impact*

2 Significant and unavoidable.

3 **Impact REC-2.2: Reduced Project Alternative operations would not**
4 **result in a demand for recreation and park services that exceeds the**
5 **available resources.**

6 Similar to the proposed Project, operations under the Reduced Project Alternative are
7 not expected to result in substantial increases in population. As described in Section
8 3.15 (Population and Housing), the Reduced Project Alternative is estimated to create
9 48 permanent direct jobs attributable to operations in 2010, and 61 jobs in 2025-
10 2040, with the increase in later years attributable to the increase in pilot and towing
11 jobs due to more vessel calls, as well as maintenance and inspection that would occur
12 after the first five to ten years of operations. These jobs include those associated with
13 the terminal operations themselves as well as tugboat crews and Port pilots. In
14 addition, linkages among economic sectors would result in the creation of 178
15 indirect jobs in related sectors, for a total of 239 jobs. It is anticipated that existing
16 residents in and adjacent to the Port area would largely fill these new jobs. See
17 Section 3.15, Population and Housing, for more details.

18 **CEQA Impact Determination**

19 Similar to the proposed Project, implementation of the Reduced Project Alternative
20 would not induce population growth (i.e., new housing or employment generators),
21 and the minor increase in permanent employment would result in only minimal
22 increased demands on existing parks and recreational services. Therefore, CEQA
23 impacts related to **REC-2.2** would be less than significant.

24 *Mitigation Measures*

25 No mitigation is required.

26 *Residual Impact*

27 Less than significant.

28 **NEPA Impact Determination**

29 Similar to the proposed Project, implementation of the Reduced Project Alternative
30 would not induce population growth (i.e., new housing or employment generators),
31 and the minor increase in permanent employment would result in only minimal
32 increased demands on existing parks and recreational services. Therefore, NEPA
33 impacts related to **REC-2.2** would be less than significant.

34 *Mitigation Measures*

35 No mitigation is required.

Residual Impact

Less than significant.

3.11.4.3.4 Summary of Impact Determinations

The following Table 3.11-10 summarizes the CEQA and NEPA impact determinations of the proposed Project and its alternatives related to Recreation, as described in the detailed discussion in Sections 3.11.4.3.1 through 3.11.4.3.3. This table is meant to allow easy comparison between the potential impacts of the proposed Project and its alternatives with respect to this resource.

For each type of potential impact, the table describes the impact, notes the CEQA and NEPA impact determinations, 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 this table. Note that impact descriptions for each of the alternatives are the same as for the proposed Project, unless otherwise noted.

3.11.4.4 Mitigation Monitoring

MM 4K-4 from the Deep Draft FEIS/FEIR would be implemented by the Port to ensure impacts to recreational resources are minimized to the greatest extent feasible. In addition, see Section 3.10.4.4 for mitigation monitoring for Noise impacts, and Section 3.12.4.4 for mitigation monitoring for Risk impacts. The same measures would apply to mitigate adverse impacts to recreation that are noise related.

Impact REC-1.1: Construction of the proposed Project would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	
MM 4K-4: Boating Safety Measures During In-Water Construction	
Measure	Requires LAHD to coordinate public notifications with yacht clubs; buoy and mark construction zones; and add boating safety measures such as increased harbor patrols in the construction areas.
Timing	In advance of and during in-water construction.
Methodology	LAHD shall send a map and description of designated construction areas directly to yacht clubs and marinas within the Port; shall set up buoys to mark in-water construction zones prior to the start of construction; shall monitor and replace buoys during construction as needed; and shall increase harbor patrols in the construction area during construction. These efforts shall be documented and documents kept on file in the LAHD administration offices.
Responsible Parties	LAHD.

Table 3.11-10. Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Project and Alternatives

<i>Alternative</i>	<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.11 Recreation				
Proposed Project	REC-1.1: 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 impact NEPA: Significant impact	MM NOISE-1: Selection of Contractor For Pile Driving With Consideration of Noise Reduction MM NOISE-2: Restricted Hours for Pile Driving MM 4K-4: Boating Safety Measures During In-Water Construction MM NOISE-1 MM NOISE-2 MM 4K-4	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
	REC-2.1: Construction of the proposed Project would not result in a demand for recreation and park services that exceeds the available resources.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	REC-1.2: Proposed Project operations could result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the event of an oil spill.	CEQA: Significant impact NEPA: Significant impact	MM RISK-2.1a: Double Hulled Vessels MM RISK-2.1b: Quick Release Couplings MM RISK-2.1a MM RISK-2.1b	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
	REC-2.2: Proposed Project operations would not result in a demand for recreation and park services that exceeds the available resources.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact

**Table 3.11-10: Summary Matrix of Potential Impacts and Mitigation Measures for Recreation
Associated with the Proposed Project and Alternatives (continued)**

<i>Alternative</i>	<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.11 Recreation (continued)				
No Federal Action/No Project Alternative	REC-1.1: Construction of the proposed Project would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	REC-2.1: Construction of the No Federal Action/No Project Alternative would not result in a demand for recreation and park services that exceeds the available resources.	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	REC-1.2: The No Federal Action/No Project Alternative would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the event of an oil spill.	CEQA: Significant impact NEPA: No impact	Mitigation not applicable Mitigation not required	CEQA: Significant and unavoidable impact NEPA: No impact
	REC-2.2: No Federal Action/No Project Alternative operations would not result in a demand for recreation and park services that exceeds the available resources.	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
Reduced Project Alternative	REC-1.1: Reduced Project Alternative construction would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant impact NEPA: Significant impact	MM NOISE-1 MM NOISE-2 MM 4K-4 MM NOISE-1 MM NOISE-2 MM 4K-4	CEQA: Significant and unavoidable impact NEPA: Significant and unavoidable impact
	REC-2.1: Reduced Project Alternative construction activities would not result in a demand for recreation and park services that exceeds the available resources.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact

Table 3.11-10: Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Project and Alternatives (continued)

<i>Alternative</i>	<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.11 Recreation (continued)				
Reduced Project Alternative (continued)	REC-1.2: Reduced Project Alternative operations could result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the event of an oil spill.	CEQA: Significant impact	MM RISK-2.1a MM RISK-2.1b	CEQA: Significant and unavoidable impact
		NEPA: Significant impact	MM RISK-2.1a MM RISK-2.1b	NEPA: Significant and unavoidable impact
	REC-2.2: Reduced Project Alternative operations would not result in a demand for recreation and park services that exceeds the available resources.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact