

# Chapter 17 RECREATION

## 17.1 Introduction

This chapter describes the existing conditions and regulations applicable to recreational resources, discusses impacts on recreational resources that would result from the various program and project elements, determines the significance of impacts, and provides mitigation measures that would reduce these impacts, where feasible. Marine recreation and impacts associated with the offshore tunnel alignments and riser and diffuser areas are discussed in Chapter 13.

As discussed in Section 3.6.1, a Preliminary Screening Analysis (Appendix 1-A) was performed to determine impacts associated with the construction and operation of program and project elements by resource area. During preliminary screening, each element was determined to have no impact, a less than significant impact, or a potentially significant impact. Those elements determined to be potentially significant were further analyzed in this environmental impact report/environmental impact statement (EIR/EIS). This EIR/EIS analysis discloses the final impact determination for those elements deemed potentially significant in the Preliminary Screening Analysis. The location of the recreational resources impact analysis for each program element is summarized by alternative in Table 17-1.

**Table 17-1. Impact Analysis Location of Program Elements by Alternative**

Program Element	Alternative						Analysis Location	
	1	2	3	4	5 <sup>a</sup>	6 <sup>b</sup>	PSA	EIR/EIS
<b>Conveyance System</b>								
Conveyance Improvements	X	X	X	X	X	N/A	C,O	-
<b>SJCWRP</b>								
Plant Expansion	X	X	X	X	X	N/A	C,O	-
Process Optimization	X	X	X	X	N/A	N/A	C,O	-
WRP Effluent Management	X	X	X	X	X	N/A	O	-
<b>POWRP</b>								
Process Optimization	X	X	X	X	N/A	N/A	C,O	-
WRP Effluent Management	X	X	X	X	X	N/A	O	-
<b>LCWRP</b>								
Process Optimization	X	X	X	X	N/A	N/A	C,O	C
WRP Effluent Management	X	X	X	X	X	N/A	O	-
<b>LBWRP</b>								
Process Optimization	X	X	X	X	N/A	N/A	C,O	-
WRP Effluent Management	X	X	X	X	X	N/A	O	-
<b>WNWRP</b>								
WRP Effluent Management	X	X	X	X	X	N/A	O	-

**Table 17-1 (Continued)**

Program Element	Alternative						Analysis Location	
	1	2	3	4	5 <sup>a</sup>	6 <sup>b</sup>	PSA	EIR/EIS
<b>JWPCP</b>								
Solids Processing	X	X	X	X	X	N/A	C,O	-
Biosolids Management	X	X	X	X	X	N/A	O	-
JWPCP Effluent Management	X	X	X	X	N/A	N/A	Evaluated at the project level. See Table 17-2.	

<sup>a</sup> See Section 17.4.7 for a discussion of the No-Project Alternative.  
<sup>b</sup> See Section 17.4.8 for a discussion of the No-Federal-Action Alternative.  
PSA = Preliminary Screening Analysis  
C = construction  
O = operation  
N/A = not applicable

As discussed in Section 3.2.2, Joint Water Pollution Control Plant (JWPCP) effluent management was the one program element that was carried forward as a project. The location of the recreational resources impact analysis for each project element is summarized by alternative in Table 17-2.

**Table 17-2. Impact Analysis Location of Project Elements by Alternative**

Project Element	Alternative						Analysis Location	
	1	2	3	4	5 <sup>a</sup>	6 <sup>b</sup>	PSA	EIR/EIS
<b>Tunnel Alignment</b>								
Wilmington to SP Shelf (onshore)	X				N/A	N/A	C,O	-
Wilmington to SP Shelf (offshore)	X				N/A	N/A	C,O	-
Wilmington to PV Shelf (onshore)		X			N/A	N/A	C,O	-
Wilmington to PV Shelf (offshore)		X			N/A	N/A	C,O	-
Figueroa/Gaffey to PV Shelf (onshore)			X		N/A	N/A	C,O	-
Figueroa/Gaffey to PV Shelf (offshore)			X		N/A	N/A	C,O	-
Figueroa/Western to Royal Palms (onshore)				X	N/A	N/A	C,O	-
<b>Shaft Sites</b>								
JWPCP East	X	X			N/A	N/A	C,O	-
JWPCP West			X	X	N/A	N/A	C,O	C
TraPac	X	X			N/A	N/A	C,O	-
LAXT	X	X			N/A	N/A	C,O	-
Southwest Marine	X	X			N/A	N/A	C,O	-
Angels Gate			X		N/A	N/A	C,O	C
Royal Palms				X	N/A	N/A	C,O	C
<b>Riser/Diffuser Areas</b>								
SP Shelf	X				N/A	N/A	C,O	See Chapter 13.
PV Shelf		X	X		N/A	N/A	C,O	See Chapter 13.

**Table 17-2 (Continued)**

Project Element	Alternative						Analysis Location	
	1	2	3	4	5 <sup>a</sup>	6 <sup>b</sup>	PSA	EIR/EIS
Existing Ocean Outfalls	X	X	X	X	N/A	N/A	C,O	See Chapter 13.

<sup>a</sup> See Section 17.4.7 for a discussion of the No-Project Alternative.

<sup>b</sup> See Section 17.4.8 for a discussion of the No-Federal-Action Alternative.

PSA = Preliminary Screening Analysis

C = construction

O = operation

N/A = not applicable

## 17.2 Environmental Setting

### 17.2.1 Regional Setting

The Los Angeles region is an urbanized area framed by open space. The Pacific Ocean, San Gabriel Mountains, Santa Susana Mountains, Baldwin Hills, and the Santa Monica Mountains are examples of natural open space resources that bound the region. Within these open space areas, a wide variety of active recreational activities, such as bird watching, horseback riding, and recreational boating, and passive recreational experiences are available. A brief description of the relevant jurisdictions and the recreational services provided within those jurisdictions are discussed in the following sections.

#### 17.2.1.1 County of Los Angeles

The county of Los Angeles owns and operates nearly 150 local and regional parks. Other recreational facilities within the county include community and senior centers, sports fields, skate parks, and beaches. One project element analyzed in this chapter would be located within the county of Los Angeles. The Royal Palms shaft site would be located primarily within an existing easement maintained by the Sanitation Districts of Los Angeles County (Sanitation Districts) at Royal Palms Beach, as further described in Section 17.2.3.1.

#### 17.2.1.2 City of Cerritos

The City of Cerritos Parks and Trees Division maintains 21 public parks totaling 187.2 acres of open space, including the Iron-Wood Nine Golf Course (City of Cerritos 2004). Other recreational facilities within the city include community centers, sports facilities, school playfields, swimming facilities, fitness centers, and a senior center. The city also provides regular maintenance of two parks that are not within the city limits: Bettencourt Park and Rainbow Park. Also, within the city of Cerritos, the Recreation Services Division provides recreational and educational activities including excursions; sports and fitness programs; sports leagues; golf; aquatics; and preschool, youth, teen, and adult classes (City of Cerritos 2009a). Additionally, the city provides a variety of bikeways, trail ways, and equestrian trails located along the San Gabriel River Channel and Coyote Creek flood control and drainage facilities. One program element analyzed in this chapter would be located within the city of Cerritos. Process optimization facilities would be located within the Los Coyotes Water Reclamation Plant (LCWRP), as further described in Section 17.2.2.

### 17.2.1.3 City of Los Angeles

The City of Los Angeles Department of Recreation and Parks maintains over 15,600 acres of parkland that is composed of 390 sites for recreational use, 9 lakes, 180 recreational centers, 59 swimming pools, children's play areas, golf courses, tennis courts, dog parks, and skate parks. The department also provides after school activities; daycare for children; teen clubs; and basketball, volleyball, softball, and flag football games and leagues. In ocean areas outside Los Angeles Harbor and at beaches located north of the harbor, there are also marine recreation opportunities (e.g., boating and waterside entertainment) (City of Los Angeles 2010a).

Ken Malloy Harbor Regional Park is a 231-acre park located near the Wilmington Drain in Wilmington and Harbor City. Facilities include, barbecue pits and picnic tables, a baseball diamond, children's play areas, a soccer field, bike and jogging paths, Harbor Pool, Machado youth campground, and Machado Lake (also known as Harbor Lake). Sport fishing is permitted at Machado Lake; however, officials recommend against eating fish (City of Los Angeles 2009a). Swimming and boating are currently not allowed in Machado Lake (City of Los Angeles 2009a).

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

Two project elements analyzed in this chapter would be located within the city of Los Angeles. The Angels Gate shaft site would be located within the San Pedro Community Plan Area, and the JWPCP West shaft site would be located within the Wilmington-Harbor City Community Plan Area, as further described in Section 17.2.3.1.

## 17.2.2 Program Setting

### Los Coyotes Water Reclamation Plant

Process optimization facilities at the LCWRP would be constructed directly adjacent to the Iron-Wood Nine Golf Course, in the city of Cerritos. The Iron-Wood Nine Golf Course, which is maintained by the city of Cerritos, includes a nine-hole golf course and lighted driving range; golf lessons and tournaments are offered here at various times of the year (City of Cerritos 2009b). In addition, the San Gabriel River is adjacent to the LCWRP property to the west, and the existing paved San Gabriel River Trail is on the eastern bank. The San Gabriel River Trail is a continuous pedestrian and bicycle path connecting Seal Beach in the south to the Whittier Narrows Recreation Area in the north. The stretch in the vicinity of the LCWRP is maintained by the Los Angeles County Department of Public Works Road Maintenance Division (Wikipedia 2010).

## 17.2.3 Project Setting

### 17.2.3.1 Shaft Site

#### JWPCP West

The JWPCP West shaft site would be located on the west side of Figueroa Street in the cities of Los Angeles and Carson, across from the Wilmington Athletic Complex. The Wilmington Athletic Complex, which is open to the public, is owned by the Sanitation Districts and maintained by the Wilmington Jaycee Foundation under a lease contract. It is located in the community of Wilmington in the city of Los Angeles. Facilities at the Wilmington Athletic Complex include soccer and baseball fields. The Wilmington Boys and Girls Club is located south of the Wilmington Athletic Complex opposite West

Q Street. This boys and girls club offers various educational and athletic programs to the local community at its indoor facilities.

### **Angels Gate**

The Angels Gate shaft site would be located in a parking lot typically used for secondary parking within Angels Gate Park. The city of Los Angeles owns and operates Angels Gate Park, which is located at 3601 Gaffey Street in San Pedro. Facilities include basketball courts, a children's play area, and a soccer field. The park also hosts the Angels Gate Cultural Center, the Fort MacArthur Military Museum, and the Korean Bell of Friendship. The park is open year round, 7 days a week (City of Los Angeles 2009b).

Point Fermin Park is located at South Gaffey Street and 37<sup>th</sup> Street. It contains 37 landscaped acres of tree-shaded lawns, sheltered pergolas, colorful gardens, and a promenade along the edge of the palisade. The vantage point atop the rugged bluffs affords a breathtaking view of the coast toward Santa Catalina Island. Facilities include picnic areas, a playground, and a small amphitheater. Two trails west of the area lead to the beach and tide pools below (San Pedro.com 2010a).

Lookout Point Park is located at South Gaffey Street and 36<sup>th</sup> Street. This park is an unstaffed pocket park, which is open from 6:00 a.m. to 10:00 p.m., and has 30 parking stalls. The main feature of this park is its viewpoint. The public can look at the harbor through paid telescopes (City of Los Angeles 2010b).

Joan Milke Flores Park is located at 3601 South Gaffey Street. This park is unstaffed and open from dawn to dusk (City of Los Angeles 2010c).

### **Royal Palms**

The Royal Palms shaft site would be located on land owned by the Sanitation Districts and Los Angeles County within Royal Palms Beach at 1799 Paseo Del Mar in the community of San Pedro in the city of Los Angeles. The beach is owned and operated by the county of Los Angeles. Facilities and activities at Royal Palms Beach include tide pools, swimming, surfing, diving, a picnic area, a promenade, restrooms, showers, a playground, and 191 parking spaces (LACDBH 2010).

The White Point Nature Preserve features 102 acres of coastal habitat on a scenic site overlooking the ocean and Catalina Island. A 0.5-mile handicapped accessible pathway circles the wildflower grasslands on the flatter areas, while trails crisscross the slopes covered with coastal sage scrub habitat. The preserve is owned by the City of Los Angeles and is managed by the Palos Verdes Peninsula Land Conservancy (PVPLC 2009).

White Point Park is located at the entrance to Royal Palms Beach near the top of the bluff along Paseo Del Mar in San Pedro. Facilities include a children's play area, restroom, and baseball field (San Pedro.com 2010b). White Point Beach lies southeast of Royal Palms Beach at the base of the bluff below White Point Park.

## **17.3 Regulatory Setting**

### **17.3.1 Federal**

No federal regulations are applicable to any program or project elements.

## 17.3.2 State

### California Parklands Act of 1980

Although the law does not mandate that a general plan include a recreation element, recreation resources are included in the open space element of a general plan (Government Code Section 65560). The California Parklands Act of 1980 (Public Resources Code Section 5096.141-5096.143) identifies “the public interest for the state to acquire, develop, and restore areas for recreation...and to aid local governments of the state in acquiring, developing and restoring such areas....” The California Parklands Act also identifies the necessity of local agencies to exercise vigilance to see that the parks, recreation areas, and recreational facilities they now have are not lost to other uses. Furthermore, because the acquisition of parkland and recreation facilities is often such a challenge for local governments, the Quimby Act was enacted in 1975 to assist local governments in leveraging fees on new developments to help provide funds for this purpose.

### Quimby Act of 1975

Cities and counties have been authorized since the passage of the 1975 Quimby Act (California Government Code Section 66477) to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities.

The goal of the Quimby Act was to require developers to help mitigate the impacts of property improvements. The act gives authority for passage of land dedication ordinances only to cities and counties. Special districts must work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide park and recreation services community-wide.

In 1982, the Quimby Act was substantially amended via Assembly Bill 1600 requiring agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of development project upon which the fee is imposed. Cities can require up to 3 to 5 acres of parkland per 1,000 residents for new development based on the population count of the last census.

## 17.3.3 Regional

No regional regulations are applicable to any program or project elements.

## 17.3.4 Local

### 17.3.4.1 City of Cerritos General Plan

The open space and recreation element in the general plan of the city of Cerritos defines specific goals and policies relevant to recreational resources and the project, including:

**Goal OSR-1.** Preserve and enhance open space resources in the city to maintain and promote the high-quality of life Cerritos residents enjoy.

**Policy OSR-1.3.** Ensure no net loss of open space acreage occurs.

**Goal OSR-2.** Provide park and recreation facilities and programs for all those who live and work in the City of Cerritos.

**Policy OSR-2.1.** Continue to exceed the State’s and the City’s park guideline of three acres per 1,000 residents.

**Goal OSR-5.** Preserve existing open space resources.

**Policy OSR-5.1.** Ensure that there is no net loss of open space acreage within the City.

The city of Cerritos does not have an adopted park standard; however, the city is currently providing 3.2 acres per 1,000 residents (based on 51,488 residents as reported in the 2000 Census), which exceeds the state and city guidelines of 3 acres per 1,000 residents.

#### **17.3.4.2 City of Los Angeles General Plan**

The City of Los Angeles General Plan comprises park- and recreation-related goals, objectives, and policies that are applicable to the project. The overall goal of the open space and conservation framework element of the general plan is to achieve “...an integrated citywide/regional public and private open space system that serves and is accessible by the City’s population and is unthreatened by encroachment from other land uses” (City of Los Angeles 2010d).

Elements of the project would be subject to the goals, objectives, and policies identified in the City of Los Angeles General Plan as well as the more specific community plans described in Sections 17.3.4.3 and 17.3.4.4.

#### **17.3.4.3 San Pedro Community Plan**

A portion of the project would be located within the San Pedro Community Plan Area. The San Pedro Community Plan follows the City of Los Angeles General Plan, but it also preserves recreational facilities and parks by a designation of open space zone. The community plan defines open space broadly as:

...land which is essentially free of structures and buildings and/or is natural in character and which functions in one or more of the following ways: recreational and educational opportunities; scenic, cultural, and historic values; public health and safety; preservation and creation of community identity; rights of way for utilities and transportation facilities; preservation of natural resources or ecologically important areas; preservation of physical resources including ridge protection (City of Los Angeles 1999).

In the San Pedro Community Plan, public parks and recreational areas are managed by the City of Los Angeles Department of Recreation and Parks.

Goals and policies related to recreation and park facilities and open space in the San Pedro Community Plan would be applicable to the Angels Gate shaft site and the Royal Palms shaft site. These include the following:

**Goal 4.** Adequate recreation and park facilities which meet the needs of the residents in the plan area.

**Objective 4-1.** To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational experience.

**Policy 4-1.1.** Preserve and improve the existing recreational facilities and park space.

**Goal 5.** A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.

**Objective 5-1.** To preserve existing open space resources and where possible develop new open space.

**Policy 5-1.1.** Encourage the retention of passive and visual open space which provides a balance to the urban development of the community.

**Policy 5-1.2.** Protect significant environmental resources from environmental hazards.

**Policy 5-1.5.** The alteration of natural drainage patterns, canyons, and water courses shall be minimized except where improvements are necessary to protect life and property.

#### **17.3.4.4 Wilmington-Harbor City Community Plan**

A portion of the project would be located within the Wilmington-Harbor City Community Plan Area. The City of Los Angeles Department of Recreation and Parks manages parks and recreational areas within the Wilmington-Harbor City Community Plan, and the Wilmington-Harbor City Community Plan similarly defines parks in the same three categories as the city of Los Angeles: regional parks, community parks, and neighborhood parks.

Goals and policies related to recreation and park facilities and open space in the Wilmington-Harbor City Community Plan would be applicable to the JWPCP West shaft site. These include the following:

**Goal 4.** Adequate recreation and park facilities which meet the needs of the residents in the plan area.

**Policy 4-1.1.** Preserve and improve the existing recreational facilities and park space.

**Goal 5.** A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.

**Policy 5-1.1.** Encourage the retention of passive and visual open space which provides a balance to the urban development of the community.

## **17.4 Environmental Impacts and Mitigation Measures**

### **17.4.1 Methodology and Assumptions**

For the purposes of the analysis in this chapter, the Draft Environmental Impact Statement for the Proposed Site Designation of the LA-3 Ocean Dredged Material Disposal Site off Newport Bay, Orange County, California (LA-3 DEIS), prepared for the United States (U.S.) Environmental Protection Agency and the U.S. Army Corps of Engineers (Corps), Los Angeles District (December 2004), is incorporated herein by reference. The Final Environmental Impact Statement for the Proposed Site Designation of the LA-3 Ocean Dredged Material Disposal Site off Newport Bay, Orange County, California was adopted in September 2005. The LA-3 DEIS analyzed the impacts associated with the proposed designation of the LA-3 site as a permanent site for the ocean disposal of dredged material and the continued operation of LA-2 (also known as the LA-3 DEIS Preferred Alternative [Alternative 3]). The LA-3 site is used in conjunction with the LA-2 site for the disposal of dredged material originating from projects located

within Los Angeles and Orange Counties. The relevant analysis for the LA-3 DEIS Preferred Alternative included in the LA-3 DEIS and incorporated into this chapter is associated with recreation.<sup>1</sup>

### **17.4.1.1 Baseline**

#### **CEQA Baseline**

The California Environmental Quality Act (CEQA) baseline is the condition and utilization of existing recreational facilities located where program and project elements would be constructed and operated.

The program and project would not result in any net population increase and, therefore, would not result in any impact on the demand for recreation and parks. As described in Chapter 21, the program and project would not induce growth or population migration. Construction employees would be drawn from the existing local labor pool within the greater Los Angeles area. Therefore, the program and project would not result in impacts on parks and recreational facilities associated with increases in population on the surrounding communities because no increase in population would occur as a result of the program or project. As a result, net population or demand for recreational services resulting from the program and project elements was not used as part of the CEQA methodology to evaluate the impact on recreational resources.

#### **NEPA No-Federal-Action Baseline**

The National Environmental Policy Act (NEPA) no-federal-action baseline for the Clearwater Program is described in Section 1.7.4.2. The NEPA baseline in general represents the condition of resources at the year 2022 when construction of project elements under the Corps jurisdiction would conclude.

No reliable figures are available indicating the current number of persons utilizing recreational resources, and no reliable future projections can be made to this effect. Therefore, future population or demand for recreational services resulting from the project elements was not used as part of the NEPA methodology to evaluate the impact on recreational resources. The analysis assumes that the existing condition of recreational resources would continue to be maintained in a comparable state through the completion of construction in 2022. As a result, the NEPA no-federal-action baseline is the same as the CEQA baseline for recreational resources.

Note that the NEPA analysis includes direct and indirect impacts as discussed in Section 3.5.2. Any impact associated with project elements located within the Corps' geographic jurisdiction (i.e., the marine environment) during construction would be the direct result of the Corps permit and considered a direct impact under NEPA. Any impact associated with project elements located outside the Corps' geographic jurisdiction during construction would be the indirect result of the Corps permit and considered an indirect impact under NEPA. Any impact that occurs during operation would be considered an indirect impact under NEPA.

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<sup>1</sup> The analysis regarding recreation is included in Chapter 4 of the LA-3 DEIS on pages 4-1 to 4-5 and 4-36 to 4-38. Additionally, the cumulative analysis for recreation associated with the LA-3 Preferred Alternative is included in Chapter 4 of the LA-3 DEIS on pages 4-76 to 4-79. Finally, the relationship between short-term and long-term resource use and the irreversible or irretrievable commitment of resources on pages 4-80 to 4-81 of the LA-3 DEIS is applicable. The analysis in the LA-3 DEIS is relevant to the Clearwater Program analysis because construction of the offshore tunnel in Alternatives 1, 2, and 3 could require ocean disposal of the excavated material and would make use of either LA-3 or LA-2. The quantity of excavated material is defined in Chapter 3 of the Clearwater Program EIR/EIS and would not exceed the maximum limits of either LA-3 or LA-2. Therefore, because the LA-3 DEIS analyzed recreation impacts associated with disposing dredged materials at LA-3 and LA-2, this chapter incorporates the analysis by reference and does not provide additional information.

## 17.4.2 Thresholds of Significance

The program and/or project would pose a significant impact if it exceeds any of the following thresholds for recreation (REC):

REC-1. Results in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.

REC-2. Increases the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

REC-3. Includes recreational facilities or requires the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Program and project elements were analyzed by threshold in the Preliminary Screening Analysis (Appendix 1-A) to identify potentially significant impacts on recreational resources before mitigation. Table 17-3 identifies which elements were brought forward for further analysis by threshold in this EIR/EIS for Alternatives 1 through 4. If applicable, Table 17-3 also identifies thresholds evaluated in this EIR/EIS if an emergency discharge into various water courses were to occur under the No-Project or No-Federal-Action Alternatives, as described in Sections 3.4.1.5 and 3.4.1.6.

**Table 17-3. Thresholds Evaluated**

	Alt.	Threshold		
		REC-1	REC-2	REC-3
<b>Program Element</b>				
LCWRP Process Optimization	1-4	X		
<b>Project Element</b>				
JWPCP West Shaft Site	3,4	X	X	
Angels Gate Shaft Site	3	X	X	
Royal Palms Shaft Site	4	X	X	
<b>Emergency Discharge</b>	5,6	X		
Alt. = alternative				

In the alternatives analysis that follows, if a program or project element is common to more than one alternative, a detailed discussion is presented only in the first alternative in which it appears.

## 17.4.3 Alternative 1

### 17.4.3.1 Program

***Impact REC-1. Would Alternative 1 (Program) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?***

#### **Los Coyotes Water Reclamation Plant – Process Optimization**

##### **Construction**

Construction of process optimization at the LCWRP would involve treatment system modifications, ancillary support facilities, other in-plant upgrades, and flow equalization through the addition of belowground storage capacity beneath a portion of the existing Iron-Wood Nine Golf Course driving range (shown on Figure 17-1). The length of construction would be about 1 to 2 years and would likely be implemented between 2018 and 2028, depending on future flows, recycled water demands, regulatory requirements, and funding considerations.

Construction would require closure of the Iron-Wood driving range for the entire duration of construction activities. The remainder of the Iron-Wood Nine Golf Course would continue to be open and accessible to the public during construction of process optimization; however, patrons of the Iron-Wood Nine Golf Course would be exposed to noise levels of up to 86 decibels (A-weighted) (dBA) as a result of construction activities within 50 feet of the golf course. In addition to closure of the driving range, exposure to construction noise would reduce the recreational enjoyment for patrons of the Iron-Wood Nine Golf Course. Upon completion of construction of process optimization, construction noise would cease, and the Iron-Wood driving range would be returned to its existing condition and re-opened for public use.

The San Gabriel River is adjacent to the LCWRP property to the west, and an existing paved pedestrian trail is on the eastern bank. Construction of process optimization would occur within approximately 500 feet of the pedestrian trail, potentially exposing users to a noise level of up to 60 dBA. Although construction noise would be audible at this distance, it would be masked by heavy vehicular traffic on local roadways and the SR-91 freeway to the south and would not reduce recreational enjoyment for users of the pedestrian trail. Furthermore, users of the pedestrian trail typically spend only a few minutes on the portion of trail adjacent to the LCWRP property during which they would be exposed to construction noise.

Installation of underground flow equalization tanks associated with process optimization would require the addition of approximately 80 daily truck trips during soil removal and pouring of concrete, anticipated to occur for approximately 9 months. In addition, approximately 20 daily worker trips would be required for the entire 1 to 2 year duration of construction activities related to process optimization. As discussed in Chapter 18, the carrying capacity of the surrounding roadways can safely accommodate the addition of approximately 80 daily truck trips and approximately 20 daily worker trips without significantly increasing congestion and, therefore, would not limit access to the Iron-Wood Nine Golf Course. Access to the San Gabriel River is currently not provided in the vicinity of the LCWRP; therefore, users of the pedestrian trail would not be impacted by construction traffic. Upon completion of construction of the process optimization facilities, construction traffic would cease, and traffic levels would return to a level comparable to that existing prior to construction.

The city of Cerritos does not have an adopted park standard; however, city guidelines recommend a ratio of 3 acres of parks per 1,000 residents, and the city currently owns or maintains 187.2 acres of parks for a ratio of approximately 3.6 acres of parks per 1,000 residents (based on 51,488 residents as reported in the 2000 Census). The Iron-Wood Nine Golf Course totals 22.1 acres, approximately 6.4 acres of which are within the driving range. Removal of the Iron-Wood driving range would reduce the total acreage of parks to 180.8 acres for a ratio of approximately 3.5 acres per 1,000 residents. The ratio of parks per 1,000 residents would continue to exceed city guidelines even with temporary closure of the Iron-Wood driving range.

For the duration of construction activities during which the 6.4-acre driving range would be inaccessible, city residents would continue to have access to 180.8 acres of city-owned or city-maintained parks as well as other recreational facilities including community centers, sports facilities, school playfields, swimming facilities, fitness centers, and a senior center. Furthermore, although there are no other driving ranges within the city of Cerritos, there are a number of other driving ranges and golf courses in the vicinity of the Iron-Wood Nine Golf Course including: the La Mirada Golf Course approximately 6 miles to the northeast; Stadium Golf Center approximately 7 miles to the southwest; Recreation Park Golf Course approximately 7.5 miles to the south; and HG Miller Golf Course approximately 8 miles to the southeast. Even with the temporary loss of the Iron-Wood driving range and increased exposure to construction noise at the Iron-Wood Nine Golf Course and along the stretch of San Gabriel River trail bordering the LCWRP property, city residents would continue to have access to an adequate amount of high-quality recreational facilities within the vicinity of the city of Cerritos. Therefore, impacts would be less than significant.

### **CEQA Impact Determination**

Construction of Alternative 1 (Program) would not result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Impacts would be less than significant.

#### **Mitigation**

No mitigation is required.

#### **Residual Impacts**

Impacts would be less than significant.

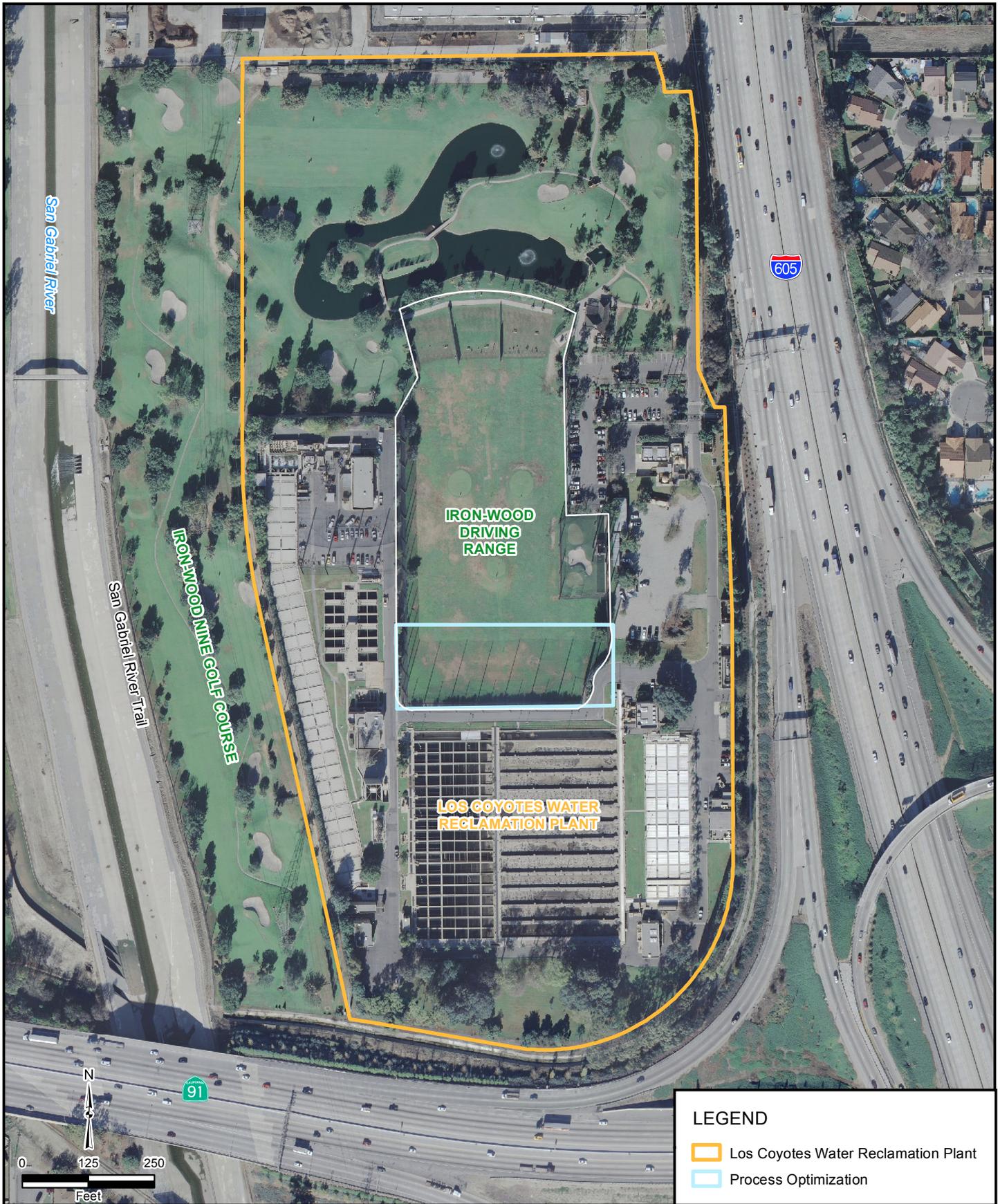
### **17.4.3.2 Project**

Alternative 1 (Project) would result in no impacts or less than significant impact on terrestrial recreation. A detailed discussion on the determinations can be found in the Preliminary Screening Analysis (Appendix 1-A).

### **17.4.3.3 Impact Summary – Alternative 1**

Impacts on recreation analyzed in this EIR/EIS for Alternative 1 (Program) are summarized in Table 17-4. The proposed mitigation, where feasible, and the significance of the impact before and following mitigation are also listed in the table.

As determined in the Preliminary Screening Analysis, Alternative 1 (Project) would result in no impacts or less than significant impacts on terrestrial recreation; therefore, Alternative 1 (Project) is not evaluated in this chapter. Marine recreation is discussed in Chapter 13.



**FIGURE 17-1**

**Table 17-4. Impact Summary – Alternative 1 (Program)**

<b>Program Element</b>	<b>Impact Determination Before Mitigation</b>	<b>Mitigation</b>	<b>Residual Impact After Mitigation</b>
Impact REC-1. Would Alternative 1 (Program) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?			
LCWRP			
Process Optimization	CEQA Less Than Significant Impact During Construction	No mitigation is required.	CEQA Less Than Significant Impact During Construction

## 17.4.4 Alternative 2

### 17.4.4.1 Program

Alternative 2 (Program) is the same as Alternative 1 (Program).

### 17.4.4.2 Project

Alternative 2 (Project) would result in no impacts or less than significant impacts on terrestrial recreation. A detailed discussion on the determinations can be found in the Preliminary Screening Analysis (Appendix 1-A).

### 17.4.4.3 Impact Summary – Alternative 2

Impacts on recreation for Alternative 2 (Program), which are the same as Alternative 1 (Program), are summarized in Table 17-4. The proposed mitigation, where feasible, and the significance of the impact before and following mitigation are also listed in the table.

As determined in the Preliminary Screening Analysis, Alternative 2 (Project) would result in no impacts or less than significant impacts on terrestrial recreation; therefore, Alternative 2 (Project) is not evaluated in this chapter. Marine recreation is discussed in Chapter 13.

## 17.4.5 Alternative 3

### 17.4.5.1 Program

Alternative 3 (Program) is the same as Alternative 1 (Program).

### 17.4.5.2 Project

#### ***Impact REC-1. Would Alternative 3 (Project) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?***

#### **Shaft Site – JWPCP West**

##### **Construction**

##### CEQA Analysis

Construction of the JWPCP West shaft site would occur primarily in the 17 acres south of West Lomita Boulevard and west of Figueroa Boulevard (shown on Figure 17-2). The length of construction would be about 1 year and construction of the shaft would likely be completed in 2015. It is estimated that tunneling activities at the JWPCP West shaft site would occur for an additional 5 years and would likely be completed in about 2021. Both the Wilmington Athletic Complex and the Wilmington Boys and Girls Club are located approximately 50 feet east of the JWPCP West shaft site on the opposite side of Figueroa Boulevard.

Overall, construction activities at the shaft site would generate noise throughout the approximately 6.5-year construction period. As discussed in Chapter 14, construction activity would occur within about 100 feet of useable portions of the Wilmington Athletic Complex. Assuming that noise barriers would be erected between the major sources of noise at the shaft site and Wilmington Athletic Complex, construction noise levels of up to 71 dBA may be audible at the athletic complex above ambient traffic noise levels. Construction noise would potentially reduce the recreational enjoyment for patrons of the Wilmington Athletic Complex. However, it should be noted that noise generated by cheering crowds at recreational fields often exceeds the projected construction noise level at this location (see discussion in Chapter 14); therefore, it is not anticipated that patrons would stop utilizing these athletic fields as a result of construction noise. Construction noise would also be audible at the Wilmington Boys and Girls Club, useable portions of which are located approximately 100 feet from construction activities; however, there are no outdoor uses at this facility and construction noise would be inaudible to indoor uses. Impacts would be less than significant. Upon completion of construction at the shaft site, noise levels would return to a level comparable to that which existed prior to construction.

As described in Chapter 18, construction activities at the JWPCP West shaft site would generate additional daily truck trips and worker trips along Figueroa Boulevard and/or West Lomita Boulevard for the entire 6.5-year construction duration. However, the carrying capacity of the surrounding roadways can safely accommodate the higher traffic levels without significantly increasing congestion and, therefore, access to the Wilmington Athletic Complex or the Wilmington Boys and Girls Club would not be limited. Impacts would be less than significant. Upon completion of construction at the shaft site, traffic levels would return to a level comparable to that which existed prior to construction.

##### NEPA Analysis

Environmental impacts would be the same as described for the CEQA analysis, and would occur for the duration of construction. Baseline conditions would resume upon termination of construction. With respect to the Corps' NEPA scope of analysis described in Section 3.5, the environmental impacts would be considered indirect impacts.



## Shaft Site – Angels Gate

### Construction

#### CEQA Analysis

Construction of the Angels Gate shaft site would require the use of approximately 3 acres (shown on Figure 17-3). Of these 3 acres, approximately 1.4 acres is currently used as a secondary parking lot for nearby parks. Site preparation activities would consist of clearing, grubbing, grading, and equipment mobilization. The length of construction would be about 8 to 9 months and would likely be completed in about 2019. It is estimated that offshore tunneling activities at the Angels Gate shaft site would occur for an additional 1.5 years and would likely be completed in about 2021. Tunneling activities at the shaft site would be limited to construction worker access, tunnel boring machine maintenance, and tunnel support systems such as ventilation and power. Recreational facilities surrounding the shaft site include Point Fermin Park located approximately 120 feet to the south, Lookout Point Park located approximately 350 feet to the north, Joan Milke Flores Park located approximately 600 feet to the northwest, and Angels Gate Park located approximately 1,000 feet to the north.

Overall, construction activities at the shaft site would generate noise throughout the approximately 2.5-year construction period. As discussed in Chapter 14, assuming that noise barriers would be erected around the major sources of noise at the Angels Gate shaft site, park uses located within a 275-foot radius of the shaft site would be exposed to construction noise levels of 63 dBA or more (an increase of 5 dB above the ambient level), which would exceed the local noise ordinance and result in significant impacts. Both Lookout Point Park and Joan Milke Flores Park are located outside the 275-foot radius and would not be exposed to construction noise levels that exceed the local noise ordinance. Construction noise levels of up to 72 dBA may be audible at Point Fermin Park, located only 120 feet south of the shaft site, and impacts would be significant. Additionally, the noise barrier may not effectively reduce construction noise levels at recreational use areas at Angels Gate Park because the park is located more than 40 feet in elevation above the shaft site. Given the ground elevation difference, construction noise would likely only be audible at locations near the terrain edge of the park, where there is a direct line of sight to the shaft site, because of the acoustical shielding effects of the terrain edge. Therefore, construction noise levels would be significant in portions of Angels Gate Park. Construction noise would potentially reduce the recreational enjoyment for patrons of the Point Fermin Park and Lookout Point Park for the duration of construction at the shaft site. Implementation of MM REC-1a and MM REC-1b would reduce impacts at these two parks to less than significant.

Upon completion of construction at the shaft site, noise levels would return to a level comparable to that which existed prior to construction.

As described in Chapter 18, construction activities at the Angels Gate shaft site would generate additional daily truck trips and worker trips along South Gaffey Street for the entire 2.5-year construction duration. However, the carrying capacity of the surrounding roadways can safely accommodate the higher traffic levels without significantly increasing congestion and, therefore, would not limit access to the parks and recreational facilities in the vicinity of the Angels Gate shaft site. Impacts would be less than significant. Upon completion of construction at the shaft site, traffic levels would return to a level comparable to that which existed prior to construction.

Approximately 1.4 acres of the Angels Gate shaft site are currently accessible as unmarked secondary parking. Assuming a parking ratio of approximately 125 vehicles per acre in an unmarked parking lot, this secondary parking lot could accommodate a total of approximately 175 vehicles. The city of Los Angeles does not have parking standards or requirements for parks or recreational facilities. There is

onsite parking at all of the parks in the vicinity of the shaft site as well as on-street parking along West Paseo Del Mar, South Gaffey Street, Shepard Street, and most side streets in the surrounding neighborhoods that would be available for public use during the 2.5-year construction period. Visitors to the parks and recreational facilities in the vicinity of the Angels Gate shaft site would not be substantially affected by the loss of this secondary parking lot. Impacts would be less than significant.

### NEPA Analysis

Environmental impacts would be the same as described for the CEQA analysis, and would occur for the duration of construction. Baseline conditions would resume upon termination of construction. With respect to the Corps' NEPA scope of analysis described in Section 3.5, the environmental impacts would be considered indirect impacts.

### CEQA Impact Determination

Construction at the Angels Gate shaft site for Alternative 3 (Project) would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Impacts under CEQA would be significant before mitigation.

### Mitigation

**MM REC-1a (same as MM NOI-4a).** Employ noise-reducing construction practices such that construction noise does not exceed levels required by local standards. Measures that may be used to limit construction noise include the following:

- Limit construction operations to exempt hours
- Locate equipment as far as practical from noise-sensitive uses
- Require that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation
- Prohibit gasoline or diesel engines from having unmuffled exhaust
- Use noise-reducing enclosures around noise-generating equipment
- Construct additional barriers between noise sources and noise-sensitive land uses or take advantage of existing barrier features (e.g., terrain, structures) to block sound transmission

**MM REC-1b (same as MM NOI-4b).** Prior to construction, initiate a complaint/response tracking program. A construction schedule will be made available to schools, child care facilities, and residents in the vicinity of the construction areas, and a noise disturbance coordinator will be designated. The coordinator will be responsible for responding to complaints regarding construction noise, will determine the cause of the complaint, and will ensure that reasonable measures are implemented to correct the problem when feasible. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the notification of the construction schedule.

### Residual Impacts

MM REC-1a and MM REC-1b would reduce the significant impacts associated with construction activities at the Angels Gate shaft site. The mitigation measures would reduce noise at sensitive receptors to below local standards. Therefore, residual impacts would be less than significant.



**FIGURE 17-3**

## NEPA Impact Determination

Construction at the Angels Gate shaft site for Alternative 3 (Project) would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Impacts under NEPA would be significant with respect to the No-Federal-Action Alternative (see Section 3.4.1.6).

### Mitigation

Implement MM REC-1a and MM REC-1b (same as MM NOI-4a and MM NOI-4b).

### Residual Impacts

Residual impacts would be less than significant, as described under the CEQA impact determination.

***Impact REC-2. Would Alternative 3 (Project) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

## Shaft Site – JWPCP West

### Construction

#### CEQA Analysis

As discussed under Impact REC-1, construction activities at the JWPCP West shaft site are not anticipated to encourage patrons of either the Wilmington Athletic Complex or Wilmington Boys and Girls Club to use other facilities, increasing their use to an extent that substantial physical deterioration of those facilities would occur or be accelerated. Furthermore, any potential construction noise and traffic impacts on these facilities would be temporary for the duration of the construction activities. Impacts would be less than significant.

#### NEPA Analysis

Environmental impacts would be the same as described for the CEQA analysis, and would occur for the duration of construction. Baseline conditions would resume upon termination of construction. With respect to the Corps' NEPA scope of analysis described in Section 3.5, the environmental impacts would be considered indirect impacts.

## Shaft Site – Angels Gate

### Construction

#### CEQA Analysis

As discussed under Impact REC-1, construction activities at the Angels Gate shaft site are not anticipated to significantly deter use of the nearby Point Fermin Park, Lookout Point Park, Joan Milke Flores Park, or Angels Gate Park. Construction noise may be audible at the Joan Milke Flores Park and Angels Gate Park; however, ambient noise levels at these locations are generally within 5 dB of the anticipated noise levels from construction activities and, therefore, would not reduce recreational enjoyment of these areas. Although construction noise would potentially reduce the recreational enjoyment for patrons of the Point Fermin Park and Lookout Point Park, noise would only occur for the duration of construction, which is anticipated to last for approximately 2.5 years. Patrons of these parks and recreational facilities are not expected to use other facilities during the construction period in a manner that would cause or accelerate substantial physical deterioration of those facilities. However, in the event that a percentage of patrons do utilize other facilities, this demand would be distributed among the large number of parks and recreational

facilities in the area and region, and would likely return to existing levels once construction noise ceases. Furthermore, due to the substantial amount of onsite and on-street parking available at the existing parks and recreational facilities, the temporary loss of secondary parking at the Angels Gate shaft site is not anticipated to increase parking demand to a level that it would deter patrons from visiting the area. Impacts would be less than significant.

#### NEPA Analysis

Environmental impacts would be the same as described for the CEQA analysis, and would occur for the duration of construction. Baseline conditions would resume upon termination of construction. With respect to the Corps' NEPA scope of analysis described in Section 3.5, the environmental impacts would be considered indirect impacts.

#### CEQA Impact Determination

Construction of Alternative 3 (Project) would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated. Impacts under CEQA would be less than significant.

#### Mitigation

No mitigation is required.

#### Residual Impacts

Impacts would be less than significant.

#### NEPA Impact Determination

Construction of Alternative 3 (Project) would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated. Impacts under NEPA would be less than significant with respect to the No-Federal-Action Alternative (see Section 3.4.1.6).

#### Mitigation

No mitigation is required.

#### Residual Impacts

Impacts would be less than significant.

### 17.4.5.3 Impact Summary – Alternative 3

Impacts on recreation for Alternative 3 (Program), which are the same as Alternative 1 (Program), are summarized in Table 17-4. Impacts on terrestrial recreation analyzed in this EIR/EIS for Alternative 3 (Project) are summarized in Table 17-5. The proposed mitigation, where feasible, and the significance of the impact before and following mitigation are also listed in the tables. Marine recreation is discussed in Chapter 13.

**Table 17-5. Impact Summary – Alternative 3 (Project)**

<b>Project Element</b>	<b>Impact Determination Before Mitigation</b>	<b>NEPA Direct or Indirect</b>	<b>Mitigation</b>	<b>Residual Impact After Mitigation</b>
Impact REC-1. Would Alternative 3 (Project) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?				
Shaft Site				
JWPCP West	CEQA Less Than Significant Impact During Construction	N/A	No mitigation is required.	CEQA Less Than Significant Impact During Construction
	NEPA Less Than Significant Impact During Construction	Indirect	No mitigation is required.	NEPA Less Than Significant Impact During Construction
Angels Gate	CEQA Significant Impact During Construction	N/A	MM REC-1a (same as MM NOI-4a). Employ noise-reducing construction practices such that construction noise does not exceed levels required by local standards. Measures that may be used to limit construction noise include the following: <ul style="list-style-type: none"> <li>▪ Limit construction operations to exempt hours</li> <li>▪ Locate equipment as far as practical from noise-sensitive uses</li> <li>▪ Require that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation</li> <li>▪ Prohibit gasoline or diesel engines from having unmuffled exhaust</li> <li>▪ Use noise-reducing enclosures around noise-generating equipment</li> <li>▪ Construct additional barriers between noise sources and noise-sensitive land uses or take advantage of existing barrier features (e.g., terrain, structures) to block sound transmission</li> </ul>	CEQA Less Than Significant Impact During Construction

Table 17-5 (Continued)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
			MM REC-1b (same as MM NOI-4b). Prior to construction, initiate a complaint/response tracking program. A construction schedule will be made available to schools, child care facilities, and residents in the vicinity of the construction areas, and a noise disturbance coordinator will be designated. The coordinator will be responsible for responding to complaints regarding construction noise, will determine the cause of the complaint, and will ensure that reasonable measures are implemented to correct the problem when feasible. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the notification of the construction schedule.	
	NEPA Significant Impact During Construction	Indirect	MM REC-1a (same as MM NOI-4a) MM REC-1b (same as MM NOI-4b)	NEPA Less Than Significant Impact During Construction
Impact REC-2. Would Alternative 3 (Project) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
Shaft Site				
JWPCP West	CEQA Less Than Significant Impact During Construction	N/A	No mitigation is required.	CEQA Less Than Significant Impact During Construction
	NEPA Less Than Significant Impact During Construction	Indirect	No mitigation is required.	NEPA Less Than Significant Impact During Construction
Angels Gate	CEQA Less Than Significant Impact During Construction	N/A	No mitigation is required.	CEQA Less Than Significant Impact During Construction
	NEPA Less Than Significant Impact During Construction	Indirect	No mitigation is required.	NEPA Less Than Significant Impact During Construction

## 17.4.6 Alternative 4 (Recommended Alternative)

### 17.4.6.1 Program

Alternative 4 (Program) is the same as Alternative 1 (Program).

### 17.4.6.2 Project

The impacts for the JWPCP West shaft site for Alternative 4 (Project) would be the same as for Alternative 3 (Project), except tunnel construction would occur over a period of 4 years instead of 5 years.

#### ***Impact REC-1. Would Alternative 4 (Project) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?***

#### **Shaft Site – Royal Palms**

##### **Construction**

##### **CEQA Analysis**

The Royal Palms shaft site would be located within approximately 1.1 acres of Royal Palms Beach at the bottom of the bluff and surrounded by parking lots and the beach itself (shown on Figure 17-4). Construction would involve site preparation activities consisting of clearing, grubbing, grading, and equipment mobilization as well as construction of the shaft site. Construction of the shaft site would take approximately 6 to 9 months, and another 15 to 18 months would be required to connect the tunnel to the existing ocean outfalls for a total duration of approximately 2 years. Construction is anticipated to last from 2019 to 2021. The White Point Nature Preserve is located approximately 500 feet to the northeast, and White Point Park is located about 1,000 feet to the southeast.

Construction activities related to the shaft site would generate construction noise for the entire duration of construction, estimated to be approximately 2 years. As discussed in Chapter 14, assuming that a noise barrier would be erected between the major sources of noise at the shaft site and nearby sensitive receptors, park uses located within a 275-foot radius of the shaft site would be exposed to construction noise levels of 63 dBA or more (an increase of 5 dB above the ambient level), which would exceed the local noise ordinance and result in significant impacts. White Point Park and White Point Nature Preserve are located outside the 275-foot radius, and patrons would be exposed to less than significant construction noise levels of 56 dBA. The Royal Palms Beach picnic area and a majority of the shoreline where surfers and divers access the water are in excess of 350 feet from the Royal Palms shaft site, and impacts would be less than significant. However, the nearest potential recreational use of the shoreline begins approximately 100 feet to the southwest of construction. Patrons at the shoreline approximately 100 feet from the construction activity would be exposed to significant construction noise levels of up to approximately 72 dBA. Additionally, recreationists using the parking area adjacent to the construction activity (approximately 50 feet away) would be exposed to significant construction noise levels of up to 77 dBA. Construction noise would potentially reduce the recreational enjoyment for patrons of Royal Palms Beach for the duration of construction at the shaft site; however, recreational enjoyment would be most affected at those areas nearest construction, which primarily includes the surrounding parking lot and closest edges of shoreline. Impacts would be significant. Implementation of MM REC-1a and MM REC-1b would reduce impacts to less than significant. Upon completion of construction at the

Royal Palms shaft site, noise levels would return to a level comparable to that which existed prior to construction.

During construction, trucks and construction worker vehicles would utilize the only access to Royal Palms Beach, the two-lane Kay Fiorentino from West Paseo Del Mar. As discussed in Chapter 18, the carrying capacity of the surrounding roadways can safely accommodate the additional daily truck and worker commute trips without significantly increasing congestion; therefore, access to Royal Palms Beach, White Point Park, and White Point Nature Preserve would not be limited. Impacts would be less than significant. Upon completion of construction at the shaft site, traffic levels would return to levels comparable to that which existed prior to construction.

Throughout the duration of construction, the Royal Palms shaft site would require use of approximately 36 parking spaces during the off-peak recreational season, and few, if any, parking spaces during the peak recreational season. Although there is a limited amount of parking available at the beach (approximately 180), there is beach-accessible parking at White Point Park and along West Paseo Del Mar. Visitors to the parks and recreational facilities in the vicinity of the Royal Palms shaft site would not be substantially affected by the loss of parking from construction at the Royal Palms shaft site. Impacts would be less than significant.

#### NEPA Analysis

Environmental impacts would be the same as described for the CEQA analysis, and would occur for the duration of construction. Baseline conditions would resume upon termination of construction. With respect to the Corps' NEPA scope of analysis described in Section 3.5, the environmental impacts would be considered indirect impacts.

#### CEQA Impact Determination

Construction at the Royal Palms shaft site for Alternative 4 (Project) would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Impacts under CEQA would be significant before mitigation.

#### Mitigation

Implement MM REC-1a and MM REC-1b (same as MM NOI-4a and MM NOI-4b).

#### Residual Impacts

MM REC-1a and MM REC-1b would reduce the significant impacts associated with construction activities at the Royal Palms shaft site. The mitigation measures would reduce noise at sensitive receptors to below local standards. Therefore, residual impacts would be less than significant.

#### NEPA Impact Determination

Construction at the Royal Palms shaft site for Alternative 4 (Project) would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Impacts under NEPA would be significant with respect to the No-Federal-Action Alternative (see Section 3.4.1.6).

#### Mitigation

Implement MM REC-1a and MM REC-1b (same as MM NOI-4a and MM NOI-4b).

#### Residual Impacts

Residual impacts would be less than significant, as described under the CEQA impact determination.



**FIGURE 17-4**

***Impact REC-2. Would Alternative 4 (Project) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

**Shaft Site – Royal Palms**

**Construction**

**CEQA Analysis**

As discussed under Impact REC-1, construction activities at the Royal Palms shaft site are not anticipated to significantly deter use of Royal Palms Beach.

Although construction noise would potentially reduce the recreational enjoyment for patrons of Royal Palms Beach, noise would only occur for the duration of construction. The facilities at Royal Palms Beach are unique because they provide surfing and diving opportunities that are not offered at other locations in the immediate vicinity. Although they may be inconvenienced, patrons of the facilities at Royal Palms Beach are expected to continue to visit this beach and are unlikely to utilize other facilities as an alternative to avoiding construction. However, in the event that a percentage of patrons do utilize other facilities, this demand would be distributed among a large number of parks and recreational facilities in the area and region, and would likely return to existing levels once construction noise ceases. Furthermore, due to the relatively small number of parking spaces that would be unavailable during construction as well as the parking that would continue to be accessible at Royal Palms Beach, White Point Park, White Point Nature Preserve, and along West Paseo Del Mar, the temporary loss of parking is not anticipated to increase parking demand to a level that would deter patrons from visiting the area. Impacts would be less than significant.

**NEPA Analysis**

Environmental impacts would be the same as described for the CEQA analysis, and would occur for the duration of construction. Baseline conditions would resume upon termination of construction. With respect to the Corps' NEPA scope of analysis described in Section 3.5, the environmental impacts would be considered indirect impacts.

**CEQA Impact Determination**

Construction of Alternative 4 (Project) would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts under CEQA would be less than significant.

**Mitigation**

No mitigation is required.

**Residual Impacts**

Impacts would be less than significant.

**NEPA Impact Determination**

Construction of Alternative 4 (Project) would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts under NEPA would be less than significant with respect to the No-Federal-Action Alternative (see Section 3.4.1.6).

**Mitigation**

No mitigation is required.

**Residual Impacts**

Impacts would be less than significant.

**17.4.6.3 Impact Summary – Alternative 4**

Impacts on recreation for Alternative 4 (Program), which are the same as Alternative 1 (Program), are summarized in Table 17-4. Impacts on terrestrial recreation analyzed in this EIR/EIS for Alternative 4 (Project) are summarized in Table 17-6. The proposed mitigation, where feasible, and the significance of the impact before and following mitigation are also listed in the tables. Marine recreation is discussed in Chapter 13.

**Table 17-6. Impact Summary – Alternative 4 (Project)**

Project Element	Impact Determination Before Mitigation	NEPA		Residual Impact After Mitigation
		Direct or Indirect	Mitigation	
Impact REC-1. Would Alternative 4 (Project) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?				
Shaft Site				
JWPCP West	CEQA Less Than Significant Impact During Construction	N/A	No mitigation is required.	CEQA Less Than Significant Impact During Construction
	NEPA Less Than Significant Impact During Construction	Indirect	No mitigation is required.	NEPA Less Than Significant Impact During Construction

**Table 17-6 (Continued)**

<b>Project Element</b>	<b>Impact Determination Before Mitigation</b>	<b>NEPA Direct or Indirect</b>	<b>Mitigation</b>	<b>Residual Impact After Mitigation</b>
Royal Palms	CEQA Significant Impact During Construction	N/A	<p>MM REC-1a (same as MM NOI-4a). Employ noise-reducing construction practices such that construction noise does not exceed levels required by local standards. Measures that may be used to limit construction noise include the following:</p> <ul style="list-style-type: none"> <li>▪ Limit construction operations to exempt hours</li> <li>▪ Locate equipment as far as practical from noise-sensitive uses</li> <li>▪ Require that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation</li> <li>▪ Prohibit gasoline or diesel engines from having unmuffled exhaust</li> <li>▪ Use noise-reducing enclosures around noise-generating equipment</li> <li>▪ Construct additional barriers between noise sources and noise-sensitive land uses or take advantage of existing barrier features (e.g., terrain, structures) to block sound transmission</li> </ul> <p>MM REC-1b (same as MM NOI-4b). Prior to construction, initiate a complaint/response tracking program. A construction schedule will be made available to schools, child care facilities, and residents in the vicinity of the construction areas, and a noise disturbance coordinator will be designated. The coordinator will be responsible for responding to complaints regarding construction noise, will determine the cause of the complaint, and will ensure that reasonable measures are implemented to correct the problem when feasible. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the notification of the construction schedule.</p>	CEQA Less Than Significant Impact During Construction
	NEPA Significant Impact During Construction	Indirect	<p>MM REC-1a (same as MM NOI-4a) MM REC-1b (same as MM NOI-4b)</p>	NEPA Less Than Significant Impact During Construction

**Table 17-6 (Continued)**

<b>Project Element</b>	<b>Impact Determination Before Mitigation</b>	<b>NEPA Direct or Indirect</b>	<b>Mitigation</b>	<b>Residual Impact After Mitigation</b>
Impact REC-2. Would Alternative 4 (Project) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
Shaft Site				
JWPCP West	CEQA Less Than Significant Impact During Construction	N/A	No mitigation is required.	CEQA Less Than Significant Impact During Construction
	NEPA Less Than Significant Impact During Construction	Indirect	No mitigation is required.	NEPA Less Than Significant Impact During Construction
Royal Palms	CEQA Less than Significant Impact During Construction	N/A	No mitigation is required.	CEQA Less Than Significant Impact During Construction
	NEPA Less than Significant Impact During Construction	Indirect	No mitigation is required.	NEPA Less Than Significant Impact During Construction

### 17.4.7 Alternative 5 (No-Project Alternative)

Pursuant to CEQA, an environmental impact report (EIR) must evaluate a no-project alternative. A no-project alternative describes the no-build scenario and what reasonably would be expected to occur in the foreseeable future if the project were not approved. Under the No-Project Alternative for the Clearwater Program, the Sanitation Districts would continue to expand, upgrade, and operate the Joint Outfall System (JOS) in accordance with the JOS 2010 Master Facilities Plan (2010 Plan) (Sanitation Districts 1994), which includes all program elements proposed under the Clearwater Program, excluding process optimization at the water reclamation plants (WRPs), as described in Section 3.4.1.5. A new or modified ocean discharge system would not be constructed. As a result, there would be a greater potential for an emergency discharge into various water courses, as described in Section 3.4.1.5.

Because there would be no construction of a new or modified JWPCP ocean discharge system, the Corps would not make any significance determinations under NEPA and would not issue any permits or discretionary approvals for dredge or fill actions or for transport or ocean disposal of dredged material.

#### 17.4.7.1 Program

Alternative 5 (Program) would consist of the implementation of the 2010 Plan. The impacts for conveyance improvements, plant expansion at the San Jose Creek Water Reclamation Plant (SJCWRP), WRP effluent management, JWPCP solids processing, and JWPCP biosolids management for Alternative 5 (Program) would be the same as for Alternative 1 (Program) and would be subject to mitigation in accordance with the EIR prepared for the 2010 Plan (Jones & Stokes 1994). Under Alternative 5 (Program), process optimization facilities at the LCWRP would not be constructed; therefore, no impacts on the Iron-Wood Nine Golf Course, San Gabriel River pedestrian trail, or any other parks or recreation facilities in the area would occur. Alternative 5 (Program) would result in less than significant impacts on recreation. The other program elements do not have recreational resources associated with them; therefore, no analysis is needed.

### 17.4.7.2 Project

Alternative 5 does not include a project; therefore, a new or modified ocean discharge system would not be constructed. As a consequence of taking no action, there would be a greater potential for emergency discharges into the Wilmington Drain as described in Section 3.4.1.5. Discharges into the Wilmington Drain would flow into Machado Lake (also known as Harbor Lake) in Ken Malloy Harbor Regional Park. Although the temporary release of secondary effluent to Machado Lake would be considered a violation of the JWPCP discharge permit, it would not substantially change the existing recreational conditions of the lake. Currently, swimming and boating is not allowed at the lake, and would likely not be allowed under this alternative. Although sport fishing at Machado Lake is permitted, officials recommend against eating any fish caught at Machado Lake. Recreational impacts resulting from the emergency discharge of secondary effluent into the Wilmington Drain would be less than significant.

If sufficient capacity were not available in the Wilmington Drain, the sewers tributary to the JWPCP could overflow and untreated wastewater could enter various water courses, such as the Dominguez Channel and the Los Angeles River. Both the Dominguez Channel and the Los Angeles River discharge into the Los Angeles Harbor. Current recreational uses, including boating throughout the entire harbor and fishing around Cabrillo Beach and Cabrillo Pier, would be affected by a decrease in water quality as discussed in Chapters 11 and 13. The discharge of untreated wastewater into the Los Angeles Harbor would result in a significant impact on these recreational uses. Alternative 5 (Project) would result in a substantial loss or diminished quality of recreational opportunities because of the discharge of untreated wastewater into various water courses. Impacts would be significant, and no mitigation is feasible.

### 17.4.7.3 Impact Summary – Alternative 5

Impacts on recreation for Alternative 5 (Program) would be the same as those summarized for Alternative 1 (Program) in Table 17-4, excluding process optimization. Therefore, there would be no impacts for Alternative 5 (Program). Significant impacts for Alternative 5 (Project) are summarized in Table 17-7.

**Table 17-7. Impact Summary – Alternative 5 (Project)**

Project Element	Impact Determination Before Mitigation	Mitigation	Residual Impact After Mitigation
Impact REC-1. Would Alternative 5 (Project) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?			
Emergency Discharge	CEQA Significant Impact During Operation	No mitigation is feasible.	CEQA Significant and Unavoidable Impact During Operation

### 17.4.8 Alternative 6 (No-Federal-Action Alternative)

Pursuant to NEPA, an environmental impact statement (EIS) must evaluate a no-federal-action alternative. The No-Federal-Action Alternative for the Clearwater Program consists of the activities that the Sanitation Districts would perform without the issuance of the Corps' permits. The Corps' permits would be required for the construction of the offshore tunnel, construction of the riser and diffuser, the rehabilitation of the existing ocean outfalls, and the ocean disposal of dredged material. Without a Corps permit to work on the aforementioned facilities, the Sanitation Districts would not construct the onshore tunnel and shaft sites. Therefore, none of the project elements would be constructed under the No-Federal-Action Alternative. The Sanitation Districts would continue to use the existing ocean discharge system, which could result in emergency discharges into various water courses as described in

Sections 3.4.1.6 and 17.4.7.2. The program elements for the recommended alternative would be implemented in accordance with CEQA requirements. However, based on the NEPA scope of analysis established in Sections 1.4.2 and 3.5, these elements would not be subject to NEPA because the Corps would not make any significance determinations and would not issue any permits or discretionary approvals.

### 17.4.8.1 Program

The program elements are beyond the NEPA scope of analysis.

### 17.4.8.2 Project

The impact analysis for Alternative 6 (Project) is the same as described for Alternative 5 (Project).

### 17.4.8.3 Impact Summary – Alternative 6

The program is not analyzed under Alternative 6. Significant impacts for Alternative 6 would be the same as summarized in Table 17-7 for Alternative 5 (Project).

## 17.4.9 Comparison of Significant Impacts and Mitigation for All Alternatives

A summary of significant impacts on recreation resulting from the construction and/or operation of program and/or project elements is provided in Table 17-8. Impacts are compared by alternative. Proposed mitigation, where feasible, and the significance of the impact following mitigation under CEQA and NEPA are also listed in the table.

**Table 17-8. Comparison of Significant Impacts and Mitigation for Recreation for All Alternatives**

Element	Impact Before Mitigation	Mitigation Measure	Residual Impact After Mitigation
<b>Alternative 3 (Project)</b>			
Impact REC-1. Would Alternative 3 (Project) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?			
Shaft Site – Angels Gate	CEQA Significant Impact During Construction	MM REC-1a (same as MM NOI-4a). Employ noise-reducing construction practices such that construction noise does not exceed levels required by local standards. Measures that may be used to limit construction noise include the following: <ul style="list-style-type: none"> <li>▪ Limit construction operations to exempt hours</li> <li>▪ Locate equipment as far as practical from noise-sensitive uses</li> <li>▪ Require that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation</li> <li>▪ Prohibit gasoline or diesel engines from having unmuffled exhaust</li> <li>▪ Use noise-reducing enclosures around noise-generating equipment</li> <li>▪ Construct additional barriers between noise sources and noise-sensitive land uses or take advantage of existing barrier features (e.g., terrain, structures) to block sound transmission</li> </ul>	CEQA Less Than Significant Impact During Construction

**Table 17-8 (Continued)**

<b>Element</b>	<b>Impact Before Mitigation</b>	<b>Mitigation Measure</b>	<b>Residual Impact After Mitigation</b>
		MM REC-1b (same as MM NOI-4b). Prior to construction, initiate a complaint/response tracking program. A construction schedule will be made available to schools, child care facilities, and residents in the vicinity of the construction areas, and a noise disturbance coordinator will be designated. The coordinator will be responsible for responding to complaints regarding construction noise, will determine the cause of the complaint, and will ensure that reasonable measures are implemented to correct the problem when feasible. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the notification of the construction schedule.	
	NEPA Significant Impact (Indirect) During Construction	MM REC-1a (same as MM NOI-4a) MM REC-1b (same as MM NOI-4b)	NEPA Less Than Significant Impact (Indirect) During Construction
<b>Alternative 4 (Project)</b>			
Impact REC-1. Would Alternative 4 (Project) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?			
Shaft Site – Royal Palms	CEQA Significant Impact During Construction	MM REC-1a (same as MM NOI-4a) MM REC-1b (same as MM NOI-4b)	CEQA Less Than Significant Impact During Construction
	NEPA Significant Impact (Indirect) During Construction	MM REC-1a (same as MM NOI-4a) MM REC-1b (same as MM NOI-4b)	NEPA Less Than Significant Impact (Indirect) During Construction
<b>Alternative 5 (Project)</b>			
Impact REC-1. Would Alternative 5 (Project) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?			
Emergency Discharge	CEQA Significant Impact During Operation	No mitigation is feasible.	CEQA Significant and Unavoidable Impact During Operation
<b>Alternative 6 (Project)</b>			
Impact REC-1. Would Alternative 6 (Project) result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources?			
Emergency Discharge	NEPA Significant Impact During Operation	No mitigation is feasible.	NEPA Significant and Unavoidable Impact During Operation