

SECTION SUMMARY

This section identifies the existing public parks and recreational resources within the project site and immediate vicinity, and assesses how the construction and operation of the proposed project would potentially impact those resources and services. An analysis of potential impacts on recreation associated with the alternatives is detailed in Chapter 4 Analysis of Alternatives.

Section 3.12 Recreation provides the following:

- A description of existing recreational facilities at and near the project site;
- A description of existing regulations relative to recreation;
- A discussion of the methodology and thresholds used to determine whether the proposed project would result in a significant impact to recreational facilities;
- An analysis of the proposed project's impacts to recreational resources;
- A description of any Conditions of Approval that the City would impose, along with mitigation measures proposed to reduce any potential impacts and analysis of residual impacts (i.e., impacts remaining after mitigation), if applicable;
- An analysis of potential cumulative impacts associated with recreational resources;
- A summary of recreation impact determinations associated with the proposed project, cumulative growth, and mitigation measures; and,
- A description of significant unavoidable impacts associated with recreation resources.

Key Points of Section 3.12:

There are numerous passive and active land and water recreational amenities at and near the project site. The proposed project would not directly or indirectly result in population growth, which would increase demand for recreational services. Access to the waterfront and existing recreational facilities within the project site would be temporarily restricted during construction. Access to existing recreational facilities in the immediate vicinity but outside of the project site would still be available; however, project-related construction could result in indirect disruptions, such as construction traffic, noise, and air emissions (i.e., dust). Marine recreation opportunities would not be impacted significantly during construction because King Harbor would remain open for use by recreational watercraft. However, there would be a direct temporary loss of availability of on-site recreation during construction. Conditions of Approval that the City would impose (for approval of the proposed Conditional Use Permit) would require, prior to the construction, the following:

COA REC-1: Temporary Hand Launch and Dinghy Dock

The City would secure for temporary use a nearby location for use as a hand launch and dinghy dock during the construction of the proposed project. Possible nearby locations include: fuel dock at Portofino; Mole B (Outriggers' launch); and, King Harbor Yacht Club.

COA REC-2: Redondo Beach Marina in Basin 3 Slip Transition/Temporary Relocation Plan

A slip transition and/or temporary relocation plan would be established for vessels located with the Redondo Beach Marina/Basin 3 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the Redondo Beach Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The transition/relocation plan would include measures to provide for continued operation of visitor-serving vessels (e.g., charter fishing operations, whale watching, glass bottom tours, harbor tours, etc.), such as use of transient moorings within the harbor and operating from other marinas within King Harbor. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.

Upon completion of construction, operation of the proposed project would result in a beneficial impact relative to improved recreational facilities. The proposed project would not result in a substantial physical deterioration of existing parks and recreational facilities. The proposed project does not include the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the project.

3.12.1 Introduction

This section describes the affected environment and regulatory setting for recreation, as well as the impacts on existing parks or recreational resources that would result from the proposed project. Although this section describes the potential to impact coastal recreational resources and the public's right of access to the sea, the primary analysis of the compatibility of the proposed project with surrounding land uses and consistency to the pertinent land use plans, policies and regulations, such as the Local Coastal Plan (LCP), can be found in Section 3.9 Land Use and Planning of this Draft EIR. In addition, the potential for the implementation of the proposed project to impact pedestrian and bicycle access within the project site is further analyzed in the Section 3.13 Traffic and Transportation of this Draft EIR.

As part of the analysis, a Coastal Access Program was prepared and is included in Appendix K of this Draft EIR.

3.12.2 Environmental Setting

The City of Redondo Beach presently contains a total of 35 public parks, open space areas, and recreational sites, occupying approximately 155 acres of land, which represents approximately 3.8 percent of all land area within the City (City of Redondo Beach, 2004). Parkland and recreation facilities within the City is managed by the Redondo Beach Recreation and Community Services Department and maintained by the Redondo Beach Public Works Department.

The project site is located entirely within the Redondo Beach Harbor area (Harbor), with the exception of a small portion of the site at Torrance Circle. The Harbor is comprised of approximately 150 acres of City-owned or managed land and water developed with a variety of commercial and recreational uses, including marinas, hotels, retail, restaurants, office, beaches, and bicycle and pedestrian paths. The project site encompasses an approximately 36-acre portion of the harbor consisting of land and water situated along the Santa Monica Bay including many of the City's highly-valued recreational amenities, including waterfront facilities that provide water recreational opportunities, such as harbor access for watersports, and landside recreational opportunities, such as Seaside Lagoon and ocean viewing from piers and pathways. The public currently has access to approximately 84 percent (or approximately 3,500 linear feet) of the coastline contained within the project site; however, the quality of the experience of much of the access is low because of adjacent chain link fences and large surface parking lots.

The following includes a discussion of the existing park and recreational facilities, shown in Figure 3.12-1, within the project site and immediate vicinity.

3.12.2.1 Existing Recreational Facilities within the Project Site

Northern Portion of the Project Site

The northern portion of the project site includes the following existing recreational facilities:

- Seaside Lagoon
- Hand launch/dinghy dock
- Sportfishing Pier
- Boat hoists



Source: City of Redondo Beach, 2008; South Bay Bicycle Coalition, 2014; Noble Consultants, Inc., 2015



Seaside Lagoon

Seaside Lagoon is a 3.6-acre non-tidal saltwater, sand-bottom swimming facility, located along Portofino Way, west of Harbor Drive at King Harbor. Prior to reaching the lagoon, the water for the lagoon is pumped-in from the Pacific Ocean and used by the nearby AES Redondo Beach Generating Station (hereafter referred to as the AES power plant) to cool the superheated steam that propels the turbines to generate electricity. The heated water is then chlorinated before entering the lagoon in order to meet the requirements of the County of Los Angeles Department of Public Health for public swimming. In the final step, the water is dechlorinated before being cycled back into the harbor (City of Redondo Beach, 2014).

The Seaside Lagoon is a fenced facility that includes, in addition to the swimming area, a sand area, two volleyball courts, concession building, snack bar facilities provided by the adjacent Ruby's Restaurant, picnic area, barbeque pits (including stoves/sinks), beach shelter, children's play equipment (water slides), and a shower/restroom building (Photograph 3.12-1). A rock revetment and promenade separate the lagoon from the harbor waters. Trained lifeguards supervise the swimming area. Parking is provided at the adjacent City-owned three-acre parking lot. The lagoon is only open for public use (for a fee) throughout the summer months, beginning May 24th and open daily (10:00 AM to 5:45 PM) through September 1st (City of Redondo Beach, 2014). In 2014, the total summer attendance at the Seaside Lagoon was approximately 82,414 (City of Redondo Beach, 2014). In 2012, the restroom facilities building went through major renovation.

The site is periodically utilized for special public and private events. Special events include the Redondo Beach Lobster Festival (which includes dinner and live music), the Fourth of July Fireworks show (which includes live music and other recreational activities), International Surf Festival Medal of Valor Dinner (which includes cocktails and dinner), the Redondo Beach Chamber of Commerce Mixer, as well as other events.



Photograph 3.12-1: View of existing Seaside Lagoon taken from the southeast looking northwest

Sportfishing Pier

Constructed in 1969, the Sportfishing Pier is a 245-foot long and 30-foot wide wooden (timber) pier that sits over a sand-and-mud bottom, immediately south of Seaside Lagoon in King Harbor (Montoya, 2014) (Photograph 3.12-2). This pier is a popular destination for anglers (fishing from the pier and fishing charters), especially during the summer months. There are benches, restrooms, a fish cleaning station, restaurant, and sport fishing charter business. The southern ramp of the Sportfishing Pier is utilized daily for a half-day fishing charter. The Redondo Sportfishing building on the pier also sells and rents tackle and equipment, including rental rods and reels, and fishing licenses. Based on a visual survey conducted in 2015, the pier is currently suffering from deterioration, including damage of the piles and bracing.



Photograph 3.12-2: View of Sportfishing Pier (taken from southern side of the pier from the rock revetment/walkway; looking north/northwest)

Hand Launch/Dinghy Dock

A hand launch (hand-carried boats only) and dinghy dock is located in the northern portion of Mole D, off the rock revetment along Seaside Lagoon (Photograph 3.12-3). The hand launch is a floating dock west of a hook breakwall. The dinghy dock is located at the end of the hand launch and allows for the tendering of dinghy's (i.e., small boats that are often carried on or towed behind a larger boat) from transient moored vessels.



Photograph 3.12-3: View of hand launch and dinghy dock from rock revetment along the Seaside Lagoon

Boat Hoists

On Mole D, at the northern end of the Redondo Beach Marina/Basin 3, there are two 5-ton mechanical boat hoists available for public use (for a fee) during weekday (7:00 AM to 5:00 PM) and weekend hours (6:00 AM to 6:00 PM) (Photograph 3.12-4). In addition to watercraft, the boat hoists are used for lifting large fish caught and pulling up equipment and vessels so minor repairs can be made. This is the only public recreational boat hoist facility located within King Harbor.¹ From 2012 to 2014, the facility handled approximately 1,134 to 1,225 lifts per year² (Redondo Beach Marina, 2015). Most of the use associated with the hoists occurs during the five-month period of May through September.

Since late 2014, the boat hoists had been inactive and shut down for safety reasons following an inspection that determined that the hoists' were "noticeably deficient." The results of a structural engineering report completed in January 2015 found the south hoist to be beyond repair, while the north hoist was in better condition. The repair of the north hoist was completed and that hoist reopened in October 2015. During the year long closure of the hoists closure, the City directed the public to use alternative regional boat launch facilities, including those in Marina del Rey and Cabrillo Beach in San Pedro.

¹ The King Harbor yacht club operates two private hoists and the harbor has a heavy haul-out facility in association with the marine maintenance facility.

² Lifts are not identified by launches or retrievals and may include round trips or single use.



Photograph 3.12-4: View of the boat hoists (looking south)

Southern Portion of the Project Site

The southern portion of the project site includes the following existing recreational facility (see Figure 3.12-1):

- Horseshoe Pier

Horseshoe Pier

The Horseshoe Pier is a 1,550-foot long horseshoe-shaped concrete pier that, unlike many other Southern California piers, does not reach straight out into the Pacific Ocean, but rather loops back to the shore in a ‘horseshoe’ configuration (Photograph 3.12-5). Originally built in 1889, the landmark pier has been rebuilt and altered several times due to storm damage and redevelopment. A majority of the existing pier (northern and center section) was reconstructed in 1995 following storm and fire damage. The southern of the pier (area that survived the storms and fire) was built in 1928. There are several restaurants and shops located on the Horseshoe Pier as well as benches and picnic tables. The pier offers panoramic ocean and coastline views, and is a popular location for strolling, enjoying ocean views, and pier fishing. The pier is also utilized for special events, including the chalk art festival, car shows, music festivals, Taste of the Pier, an annual kite festival, Fourth of July at the Pier, and other events.

The 300-foot “L” shaped Monstad Pier extends from the southern end of the Horseshoe Pier. The Monstad Pier, also used for ocean viewing, walking and fishing, is not part of the project site.



Photograph 3.12-5: Looking south from the northern portion of the Horseshoe Pier

The piers, exclusive of commercial space and parking, represent approximately two acres of the City's recreational area (City of Redondo Beach, 2004).

Basin 3

Basin 3 of the project site includes the following existing recreational facility:

- Redondo Beach Marina

Redondo Beach Marina

The Redondo Beach Marina is located at Basin 3 within King Harbor (water portion of the project site) between the Seaside Lagoon to the north and Horseshoe Pier to the south (Photograph 3.12-6 and 3.12-7). It has 61 boat slips and can accommodate boats with a minimum and maximum length of 20 feet and 65 feet, respectively (Redondo Beach Marina Services, 2014).³ The Redondo Beach Marina has an assortment of private facilities that provide opportunities for marine recreation (e.g., harbor cruises, ocean speedboat rides, sportfishing, sailing, diving, whale watching excursions, stand-up paddle boarding, charters, gondola rides, semi-submersible underwater viewing boats, and pedal boat and kayak rentals).

³ The Redondo Beach Marina also has slips in Basin 2, to the north of the project site.



Photograph 3.12-6: Looking north at Redondo Beach Marina/Basin 3 from the Pier Parking Structure (Southern Portion of the Project Site)



Photograph 3.12-7: Looking west at the middle section of the Redondo Beach Marina/Basin 3 from the south breakwater area

3.12.2.2 Existing Recreational Facilities Located Partially within the Project Area

King Harbor

The Redondo Beach Marina (within Basin 3), described above, is one of four marinas located within King Harbor. Located at the north end of Redondo Beach, King Harbor is a small craft harbor devoted to recreational boating. King Harbor is approximately 48 acres of land area, protected by concrete bulkheads and boulder walls of the north outer breakwater. King Harbor is subdivided into three basins. Basin 1, located in the northern portion of King Harbor, is the site of King Harbor Marina, the SEA Lab and King Harbor Yacht Club. The SEA Lab is a non-profit facility operated by the LA Conservation Corps that focuses on environmental and marine life education, and includes outdoor aquarium, touch tanks, aquaculture facility, traveling education program, and beach access to tide pools. The King Harbor Yacht Club is a private sailing organization with racing and leisure fleets that offer youth boating programs and regional sailing races. Basin 2 is located south of Marina Way and consists of Port Royal Marina, Portofino Marina, and slips associated with a portion of the Redondo Beach Marina. Port Royal Marina includes the Port Royal Yacht Club and additional boat slips. The Portofino Marina includes a fueling facility, the Baleen Restaurant, Portofino Hotel and Yacht Club, and approximately 336 boat slips. Basin 3 is within the project site and consists of the majority of the Redondo Beach Marina, described above.

King Harbor provides approximately 1,433 vessel slips (approximately 1,392 are used for recreational vessel slips, while there are currently 41 commercial slips). Each of the four marinas in King Harbor accommodates various sized vessels: King Harbor Marina has 855 slips (842 recreational slips and 13 commercial slips used by Chevron) that range in size from 15 feet and 84 feet; Port Royal Marina has 336 slips (all recreational slips with 11 end ties) ranging in length from 20 feet to 50 feet; Portofino Marina has 181 recreational slips (no commercial slips) ranging in length from 20 feet and 110 feet; and, the Redondo Beach Marina has 61 slips (33 recreational slips and 28 commercial slips) ranging in length from 20 feet to 65 feet (King Harbor Marina, 2015; Portofino Marina pers. comm., 2015; Marina Recreation Association, 2015; Redondo Beach Marina, 2015). King Harbor also has approximately 29 transient vessel moorings. These moorings are intended to allow commercial and recreational boats to tie-up and dock on a first-come, first-served basis for a maximum of seven days' time in a 30-day period (City of Redondo Beach, 2015). The transient moorings serve vessels ranging in length from approximately 20 to 60 feet in length. The Office of Harbor Master operates the transient vessel moorings (City of Redondo Beach, 2015).

As of May 2014, there were approximately 151 liveaboards⁴ in King Harbor (including approximately six within the project site at the Redondo Beach Marina/Basin 3), representing just over 10 percent of all slips (Short pers. comm., 2014).

Pathways and Trails

There is a network of pedestrian and bicycle pathways that extend from off-site through the project site, including an elevated walkway and bicycle path which extends above the International Boardwalk and non-contiguous/non-connected walkways that extend along the water's edge from the northern to the southern portions of the site, connected by the access

⁴ Liveaboards are boats being used as residences. As of May 2014, King Harbor Marina has 95 liveaboards, Port Royal Marina has 36 liveaboards, Portofino Marina has 14 liveaboards, and Redondo Beach Marina has six liveaboards.

road fronting the International Boardwalk (along the eastern edge of the Redondo Beach Marina/Basin 3). Pathways within the project site that are designated as a portion of the California Coastal Trail and Beach Cities Health District's designated Scenic Walking Trails are described below.

Scenic Walking Trails

The Beach Cities Health District designated four scenic walking trails, all of which begin at the Redondo Beach Main Library, located outside of the project site at 303 N. Pacific Coast Highway. Portions of two of the four scenic walking trails described below are located within the project site (Redondo Beach Chamber of Commerce and Visitors Bureau, 2013).

- Seaside Lagoon/Moonstone Park Trail (approximately 2.2 miles) offers views of Redondo Beach Harbor and Seaside Lagoon, including a view of the "Whaling Wall" on the AES power plant building along Harbor Drive.
- Pier/Veterans Park Trail (approximately 1.56 miles) offers views of Redondo Beach Pier, Veterans Park, and the Pacific Ocean.

The trails outside the project area are the Esplanade/Rivera Trail and the Dominguez Park Trail.

Bikeways

The South Bay Bikeway (also known as Marvin Braude Bike Trail and The Strand) is a 27-mile paved path that follows the coastline of the Santa Monica Bay from the Will Rogers State Beach in Pacific Palisades (north of the project site) to Miramar Park in Torrance Beach (south of the project site) (Coastwalk, 2003).

The Redondo Beach portion of the South Bay Bikeway begins along Harbor Drive at Herondo Street, just north of the AES power plant, north of the project site. It is a newly opened cycle track located along the west side of Harbor Drive to approximately Pacific Avenue that connects the Hermosa Beach Strand to the Redondo Beach waterfront area. From there the bikeway extends south and traverses the project site along the elevated walkway above the International Boardwalk. The bike path then passes through the Pier Parking Structure. Under existing conditions, bicycles must be dismounted and walked through portions of the project site. The bike path continues south for approximately two miles along the County Beach coastline (Southern California Beaches, 2014; Hermosa Cyclery, 2014). The bikeway is designated as Class I (off-street bike path).

As shown on Figure 3.12-1, other bikeways within the vicinity of the project site include

- Class I (two-way cycle track) route along Catalina Avenue from Pacific Avenue to Torrance Circle/Boulevard, in front of the Village Condominiums;
- Class II (on-street marked bike lane) route along Catalina Avenue from Beryl Street to Torrance Circle/Boulevard (a portion is within the project site);
- Class II route along Diamond Street from Catalina Avenue to Prospect Avenue (extending northeast of the project site); and,
- Class II route along Esplanade from Torrance Circle/Boulevard to Knob Hill Avenue (south of the project site).

Special Events

As a community focal point, the project site and surrounding area serve as a location for community events and gatherings held throughout the year. Events held at or adjacent to the project site in 2014 include an outdoor summer concert series, chalk art festival, classic car show, Taste of the Pier, holiday concert, an annual kite festival, outdoor movie showings, Super Bowl 10k run/walk, and Fourth of July at the Pier.

3.12.2.3 Existing Recreational Facilities within the Immediate Project Vicinity

Czuleger Park

As shown on Figure 3.12-1, Czuleger Park is a 3.2-acre park situated between Catalina Avenue and Redondo Beach Marina/Basin 3. It is located immediately to the east of the northern portion of the project site, between Seascape One and Seascape Two of The Village apartments and condominiums, and between Catalina Avenue and a portion of the elevated walkway along the International Boardwalk. Czuleger Park includes passive recreation areas such as a vista point, grass area sloping towards the harbor, pathways, and benches. The lower portion of the park is a plaza area that is also the top level of the Plaza Parking Structure. The Plaza Parking Structure is included in the project area.

Veterans Park

Veterans Park is a 7.49-acre multi-use park south of the project site, opposite Torrance Circle (City of Redondo Beach, 2004). The park includes a community center, senior center, play equipment, a veteran's memorial, and a passive area with picnic tables, barbeque facilities, and pathways. It also features panoramic views of the ocean and harbor and is the site of many events, including holiday festivities and concerts.

Moonstone Park

Moonstone Park is a 1.64-acre undeveloped parcel designated as a park located north of the project site in the western terminus of Marina Way, known as Mole B (City of Redondo Beach, 2004). It is bordered by a breakwater, parking area, and driveway leading to Fire Station No. 3/Harbor Patrol at the end of Mole B and canoe clubs. The park is an open dirt/grassy area with minimal improvements.

County Beach

The Los Angeles County beach extends approximately two miles along the City of Redondo Beach coastline, beginning immediately to the south of the project site. The beach is approximately 36.2 acres in size and includes parking, restrooms, lifeguard facilities, volleyball courts, shower facilities, and other related beach facilities. It offers standard beach activities including surfing, snorkeling, swimming, diving, sunbathing, beach combing, walking, jogging, skating and roller blading. The County Beach is managed and maintained by the County of Los Angeles (City of Redondo Beach, 2004).

California Coastal Trail

The California Coastal Trail is a network of interconnecting public trails located along the California coast. Currently, the trail is approximately half-completed (California Coastal Commission, 2015). Once fully complete, the trail would provide a continuous walking and hiking trail stretching 1,200 miles along the California coastline from Oregon to Mexico (Coastwalk, 2014). The trail system accommodates a variety of user groups, such as

pedestrians, hikers, backpackers, bicyclists, wheelchair users, and equestrians. The trails are located on a variety of terrains, including the beach, bluff edges, hillsides providing scenic vantage points, and within the highway right-of-way. The trail takes many forms, including wilderness paths, informal foot-routes, and paved bicycle pathways. The California Coastal Trail is recognized as both a statewide and national resource.

In a comprehensive statewide study prepared by the Coastal Commission and State Parks Department entitled *Completing the California Coastal Trail*, the access along the project site is designated as “Needs Substantial Improvements.” This designation is described as areas where “substantial public actions are needed to: (1) acquire and develop new rights-of-way to establish the location of the California Coastal Trail; or (2) increase accessibility through major new trail improvements on existing public lands.” (California Coastal Conservancy, 2003). The “Needs Substantial Improvement” designation results from the current condition where the trail enters parking structures (the trail goes through both the Plaza Parking Structure and the Pier Parking Structure). The areas immediately to the north and south of the project site are designated as “Improvements Adequate,” described as areas where “the location of the California Coastal Trail is well established and open to the public, and major improvements to increase accessibility are unnecessary or infeasible.” (California Coastal Conservancy, 2003).

3.12.3 Regulatory Framework

3.12.3.1 General Bridge Act of 1946

The General Bridge Act of 1946, as amended, requires the location and plans for bridges over navigable waters of the U.S. to be approved by the U.S. Coast Guard (USCG) prior to commencing construction. The USCG approves the location, plans of bridges and causeways, and imposes any necessary conditions relating to the construction, maintenance, and operation of these bridges in the interest of public navigation. Any individual, partnership, corporation, or local, state, or federal legislative body, agency, or authority planning to construct or modify a bridge or causeway across a navigable waterway of the U.S. must apply for a Coast Guard Bridge Permit in accordance with 33 Code of Federal Regulations 115.50. King Harbor (including Basin 3) is considered a navigable waterway of the U.S.

3.12.3.2 California Coastal Act of 1976

The California Coastal Act of 1976 (as amended January 2006) is a comprehensive coastal protection program grounded in partnerships between the California Coastal Commission and local government jurisdictions (15 counties and 60 cities) within the coastal zone. The Coastal Act mandates the Commission to “protect, conserve, restore, and enhance” the state’s coastal resources. Among the coastal resources specifically protected within the Coastal Act are: public access to the coastline, wetlands and other environmentally sensitive habitat areas, agriculture, low-cost visitor-serving recreational uses, visual resources, commercial and recreational fishing, and community character. The Coastal Act is implemented through the City’s Local Coastal Program (which includes the Coastal Land Use Plan and Coastal Zoning (RBMC Title 10 Chapter 5).

The Coastal Act calls for the California State Coastal Conservancy to have a principal role in the implementation of a system of public access ways to and along the state coastline. The California State Coastal Conservancy also pursues this mandate in part by awarding grants to public agencies and *nonprofit* organizations to acquire land, or any interest therein, or to

develop, operate, or manage lands for public access purposes to and along the California coastline (City of Rancho Palos Verdes, 2012). The California Coastal Trail serves to promote non-motorized transportation and to foster appreciation and stewardship of the scenic and natural resources of the coast.

3.12.3.3 City of Redondo Beach Local Coastal Plan

Implementation of Coastal Act policies is accomplished primarily through the establishment of a Local Coastal Program, which is reviewed and approved by the California Coastal Commission. The Coastal Act requires all cities and counties along the California coast to prepare a LCP and a Coastal Zoning Ordinance (also known as a Land Use Implementation Plan) for the portion of their jurisdiction that falls within the coastal zone. The LCP must reflect the coastal issues and concerns of its specific area, and be consistent with the overall statewide goals, objectives, and policies of the Coastal Act.

The California Coastal Commission partially certified the City of Redondo Beach LCP on June 18, 1981. The City received full LCP certification in 2010, eliminating the geographic segmentation and bringing the City in to full compliance. The amended LCP was also approved by the voters of Redondo Beach in 2010 (Measure G) (City of Redondo Beach, 2010).

As described in greater detail in Section 3.9 Land Use and Planning, the City's LCP sets development standards for the Local Coastal Zone. It contains two main components, (1) the Coastal Land Use Plan (LUP), and (2) the Coastal Land Use Plan Implementing Ordinance (also known as the Coastal Zoning). The LUP contains land use policies and designations that identify land uses and intensities to guide future development in the City's Local Coastal Zone. The LUP policies are designed to protect coastal access and coastal resources and to ensure that development is carried out in a manner consistent with the Coastal Act. The Coastal Zoning conforms to and carries out the provisions of the LUP. The Zoning Ordinance is Title 10, Chapter 5 of the Redondo Beach Municipal Code (RBMC), which governs land use through building standards and development restrictions.

3.12.3.4 City of Redondo Beach General Plan Recreation and Parks Element

The Recreation and Parks Element of the City's General Plan contains policies and implementation measures related to the provision of parks and recreational services within the City that are aimed at enhancing the unique characteristics of the City and its coastline (City of Redondo Beach, 2004). The Recreation and Parks Element describes the coastal resources as invaluable and states that they should be maintained and improved to provide the maximum amount of recreational opportunities for both residents and visitors with an objective of maintaining and enhancing existing recreation resources, maximizing recreation opportunities, and improving accessibility to the coastline. The Recreation Element also states that there is a need to "Improve quality of concession facilit[ies]" in the Seaside Lagoon.

3.12.3.5 Redondo Beach Harbor/Civic Center Specific Plan

As described in greater detail in Section 3.9 Land Use, the proposed project is located within the boundaries of the Redondo Beach Harbor/Civic Center Specific Plan, which includes a goal to preserve, protect, maintain, and expand (where possible and financially feasible) public open space and recreational land and water areas and uses in the harbor area (City of Redondo Beach, 2008).

3.12.4 Impacts and Mitigation Measures

3.12.4.1 Methodology

An increased demand for, and/or use of, parks and recreational facilities is generally associated with the increase of housing or population into an area. The proposed project does not include residential uses; therefore, no increased demand for, or use of, recreational facilities associated with population growth would occur due to the implementation of the proposed project. Based on the nature and variety of coastal recreation resources and facilities available in the general area, the Redondo Beach waterfront attracts visitors who use the existing recreational facilities within or immediately adjacent to the project site (i.e., public beaches, pedestrian and bicycle paths, marinas, Seaside Lagoon, local parks, etc.). The revitalization of the waterfront area that is reflected in the project objectives would, by intent and design, bring more visitors to the local area, some of which will be for the specific purpose of using recreational facilities within the project site (i.e., Seaside Lagoon, piers, new small craft boat launch/ramp, marina) and others where the use of recreation facilities may be incidental to their visit to the project site (i.e., plan an all-day or multi-hour visit to shop at the market hall and other retail shops, see a movie at the cinema, dine at a waterfront restaurant, while also spending time at the Seaside Lagoon, taking a harbor cruise, and walking along the pedestrian promenade, or guests at the proposed boutique hotel may utilize nearby recreational facilities during their stay).

Increased patronage at the waterfront, with project implementation, would also include a certain amount of visitors that would not utilize any recreation facilities. The impacts analysis presented herein provides a qualitative comparison of the existing baseline conditions and the anticipated proposed project effects.

First, the analysis identifies the existing and proposed recreational facilities, and then analyzes whether the increase in park and recreational facility use would lead to the substantial physical deterioration or degradation of existing and proposed facilities not already addressed in the other chapters of this Draft EIR or result in the need for new or expanded facilities not already addressed as part of the proposed project. In addition to evaluating potential long-term impacts associated with operation of the proposed project, the impacts analysis below provides a discussion of temporary impacts to existing recreational facilities that may occur during construction of the project including direct impacts, such as the loss of, or inability to use, existing recreational facilities during construction, and indirect impacts, such as construction-related noise and dust impacts on nearby recreational facilities. The analysis also addressed the potential for the construction or expansion of recreational facilities not already addressed as part of the proposed project (e.g., located outside of the proposed project boundaries) to have adverse physical effect on the environment. As described within the analysis presented below, the construction and operation of recreational facilities within the project site is evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR.

3.12.4.2 Thresholds of Significance

The proposed project would result in significant impacts to recreation if it would:

REC-1 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; or,

REC-2 Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.

3.12.4.3 Impacts and Mitigation

3.12.4.3.1 Proposed Project

The proposed project is intended to revitalize approximately 36 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The proposed project also proposes substantial improvements in site connectivity, and public access and public views to and along the waterfront. The main components of the proposed project include the proposed demolition of approximately 207,402 square feet of existing structures, demolition/renovation of the existing Pier Parking Structure, and construction of up to approximately 511,460 square feet resulting in approximately 304,058 square feet of net new development (the proposed project includes renovation of approximately 12,479 square feet of existing structures), to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel. Enhancements to public recreation and open space include a new small craft boat launch ramp, Redondo Beach Marina/Basin 3 reconstruction/redevelopment (including repair of bulkhead and cap within Basin 3), the opening of Seaside Lagoon to the harbor as a protected beach (currently the lagoon is not directly connected to the ocean), new and expanded pedestrian and bicycle pathways, as well as new open spaces. Site connectivity and coastal access would be increased by the establishment of a new pedestrian bridge across the Basin 3 entrance, a new pedestrian promenade along the water's edge from the base of the pier to Seaside Lagoon, and the Pacific Avenue Reconnection. Project elements also include water quality benefits, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure.

As discussed in detail in Section 3.9 Land Use and Planning, the proposed project has been designed to be consistent with the City's plans and policies pertaining to waterfront recreation. The proposed project would be consistent with the LCP. Specifically, it would enhance open space and public access to the waterfront and provide amenities such as enhanced pedestrian and bicycle boardwalks along the water's edge, maintain public fishing access at the Horseshoe Pier, and provide for a new boat launch ramp and reconstruction/redevelopment of the Redondo Beach Marina within Basin 3. Consistent with the City's General Plan Parks and Recreation Element and Circulation, the proposed project would maintain and enhance existing recreation resources, maximize recreation opportunities, improve accessibility to the harbor area, provide view corridors to harbor from the surrounding area, restore a sense of place in the Coastal Zone, and enhance links to the harbor with existing facilities and activity centers. The proposed project would also provide a missing link of the California Coastal Trail. The proposed project would be consistent with the Redondo Beach Harbor/Civic Center

Specific Plan goals applicable to recreation, including maintain public open space and recreational land and water areas in the harbor area, while allowing for a viable mix of commercial, recreational, and public open spaces. The proposed project would also be consistent with the Harbor and Pier Area Guiding Principles pertaining to recreation by enhancing boating, water recreation, entertainment and sports related activity and providing enhanced bicycle and pedestrian paths.

As shown in Figure 3.12-2, a conceptual site plan of the proposed project, the project components/elements associated with recreation are described in greater detail below in terms of three geographic areas presented above (northern portion of the project, southern portion of the project, and Basin 3) and other improvements, which include project elements that span two geographic areas and/or occur site-wide:

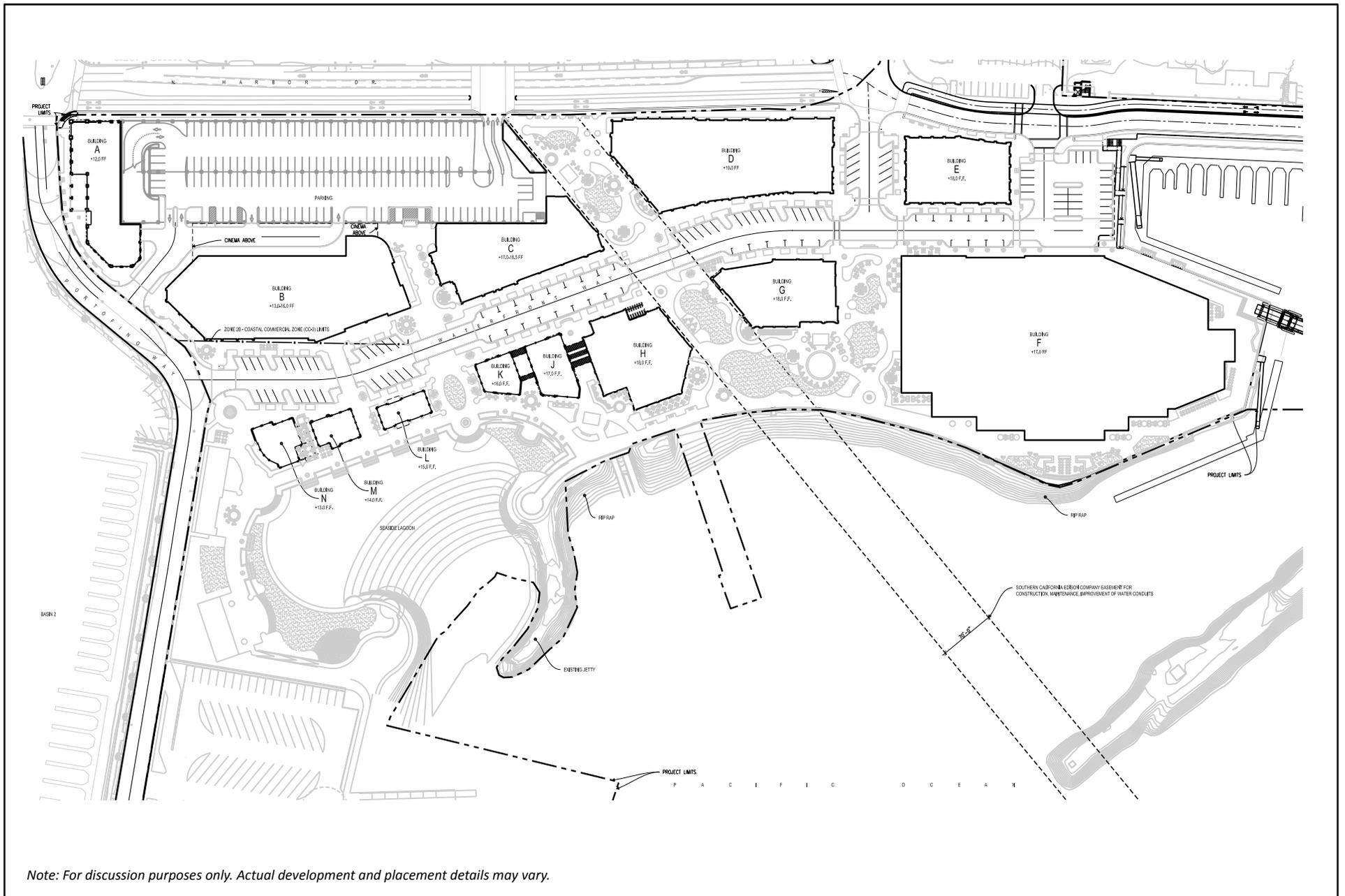
Proposed Recreation Facilities in Northern Portion of the Project Site

As illustrated in Figure 3.12-3, proposed recreational changes within the northern portion of the site would include a modified Seaside Lagoon (i.e., opening of the lagoon to tidal influences) with a new public beach for swimming and hand launch, replacement of the boat hoists with a new boat launch ramp, enhanced pedestrian and bicycle paths, and enhanced public open space. The proposed project includes two options related to the Sportfishing Pier: 1) replacement of the pier and building; and, 2) not replacing the pier and relocating the building square footage into the northern landside development. As part of the proposed project, a new main street flanked by commercial uses and wide public walkways (promenades) would traverse the northern portion of the project site from north to south, approximately parallel to Harbor Drive. Each of the proposed elements is described below.

Seaside Lagoon

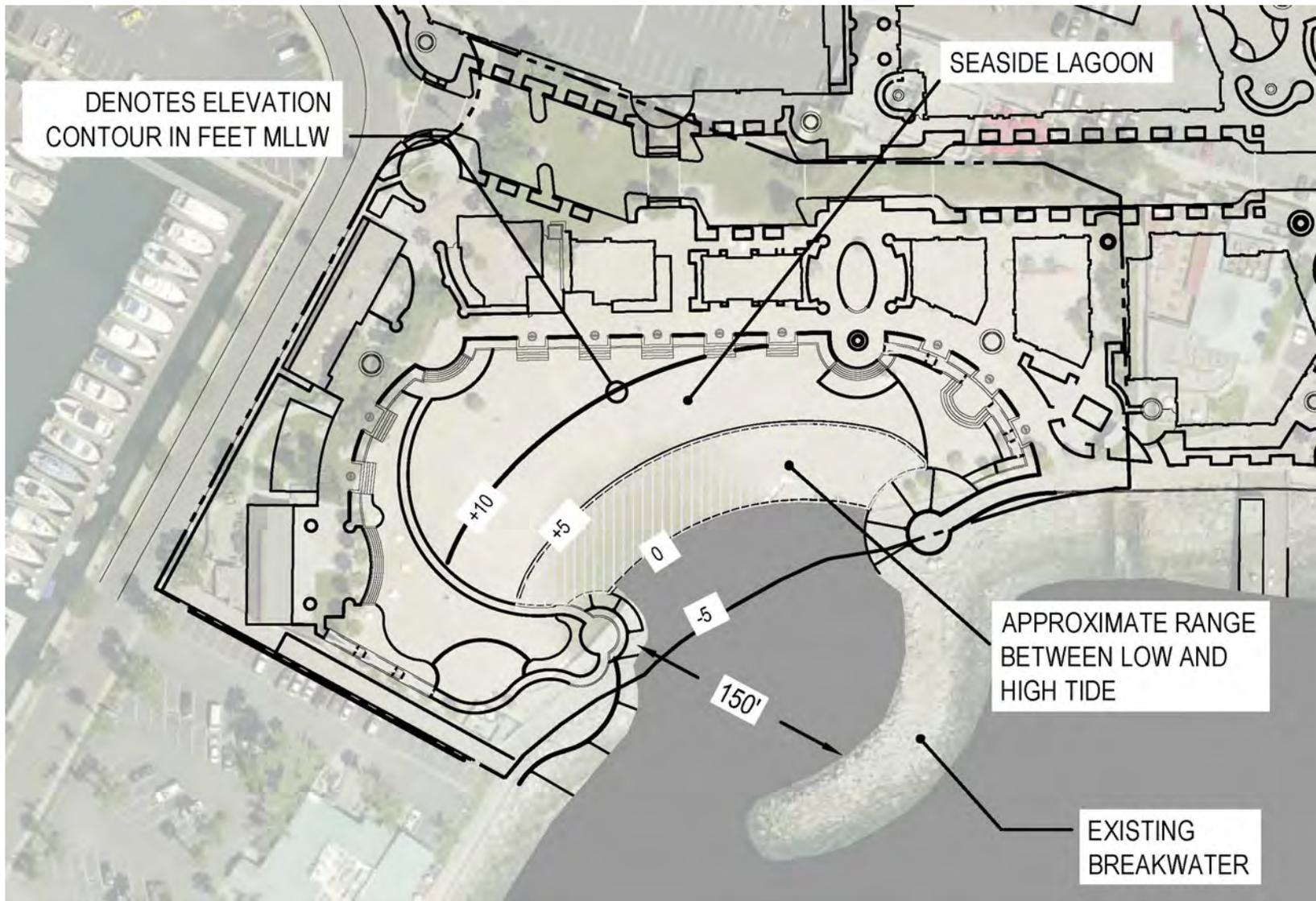
The area associated with the Seaside Lagoon would remain 3.6 acres in its current location. The lagoon would no longer be fenced off from the adjacent parcels, and the non-tidal saltwater, sand-bottom swimming facility that currently receives water from the AES power plant would be modified to become a tidally influenced saltwater, sand-bottom swimming facility open to King Harbor. The lagoon area would be enhanced by providing better access, adjacent parking and concessions. As described further in Section 3.8 Hydrology and Water Quality, the “open-system” lagoon would eliminate the need for a chlorination system required under the current closed system. By opening the lagoon to the waters of King Harbor, a tidally-influenced lagoon would be created that would be a sheltered natural beach that is open year-round with no admission fee. In order to create the new lagoon outlet, the existing hand launch dock (for launch of human-powered watercraft, such as stand-up paddleboards, kayaks, canoes, etc.) would be removed and access that was once from the hand launch would now be provided to King Harbor from within the lagoon.

As shown in Figure 3.12-4, a portion of the existing revetment and uplands would be excavated to create an approximately 150-foot wide bottom inlet opening to the harbor. Approximately two acres of interior area would be graded into a semi-circular sandy beach backed by new development, site amenities, and landscape improvements that support the lagoon site’s recreational use. The interior area of the lagoon would be graded to a beach profile of 10 horizontal to one vertical slope and the basin bottom would be graded to -5 foot Mean Low Low Water (MLLW) to connect with the existing depths of the Outer Harbor. Slope protection for the lagoon inlet opening would be provided by placing new quarry stone and addressing the existing revetment slope.



Source: Callison, 2015





Source: Noble Consultants Inc., 2015 Note: Elevations shown are in feet mean lower low water (MLLW)



The 2,113 square foot restroom/shower currently within the Seaside Lagoon area would be retained and open year-round. The existing restroom facilities were recently renovated and are currently in good condition. The proposed project would include additional public restroom facilities in close proximity to the lagoon (such as at the Market Hall and nearby commercial and retail opportunities). Also the proposed project includes the addition of new accessory/recreational uses, such as marine recreational products and sales/rentals (e.g., such as rental of kayaks, paddle boards, wetsuits), beach club, and concession designed to serve and cater to the recreational uses associated with Seaside Lagoon. These recreation-related concessions/accessory uses to cater to the waterside recreational uses would be maintained and managed through a concession or license agreement. Other proposed modifications include minor utility work, the enclosure of an existing pavilion, outdoor seating/tables, lawn area, landscaping and hardscaping. A new boardwalk would extend through the park and connect with the boardwalk extending along the water's edge and along the project boundary.

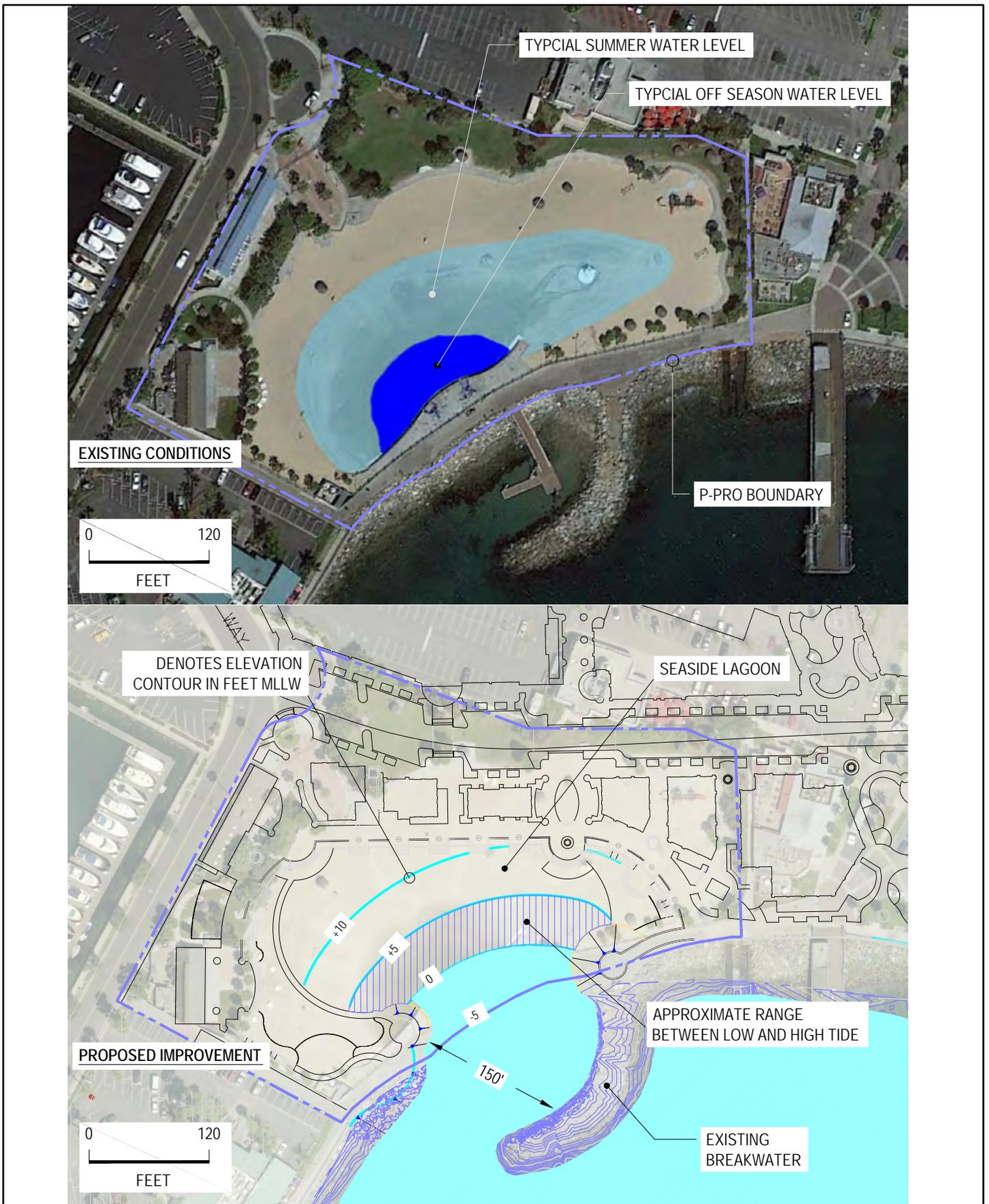
As shown on Figure 3.12-5, the alterations to the Seaside Lagoon would be designed within the footprint of the existing facility. While the exact configuration of the park, including inlet and the alignment and shape of the pedestrian walkways on top of the reconfigured revetment sections would be established during final planning studies and engineering design, the amount of sand, water, building, and hardscape/landscape area would change as shown on Figure 3.12-5. The sand and water area within the existing park boundaries would decrease; however, the opening of the lagoon expands the water recreational opportunities available from the park by providing open access to the Turning Basin and harbor as a whole. The beach slope would be designed to balance the amount of beach area with swim area. The slope could be re-graded in the future to address moderate sea level rise.

Sportfishing Pier

Given the deteriorating condition of the Sportfishing Pier, it would be demolished, and the proposed project includes two options related to its removal: 1) replacement of the pier and building; and, 2) not replacing the pier and relocating the building square footage into the northern landside development. If the pier is replaced, the proposed project includes the removal of the existing structure located at the Sportfishing Pier and replacement with a new building that would be a similar size and configuration as the existing structure. The new building would include commercial/retail and/or restaurant uses. If the pier were not replaced/reconstructed, the 3,415 square feet of building area would become part of the northern landside development. If the pier were replaced, features that may be included at the reconstructed pier are boat mooring and passenger loading ramps/gangways on each side of the pier to allow berthing of sportfishing and sightseeing boats. If the pier is not replaced, boat mooring and passenger loading could occur at the proposed new side ties planned at the entrance of Basin 3, just outside the reconstructed/redeveloped Redondo Beach Marina, west of the proposed pedestrian/bicycle bridge. Pier fishing would continue to be available from a portion of the Horseshoe Pier and the Monstad Pier.

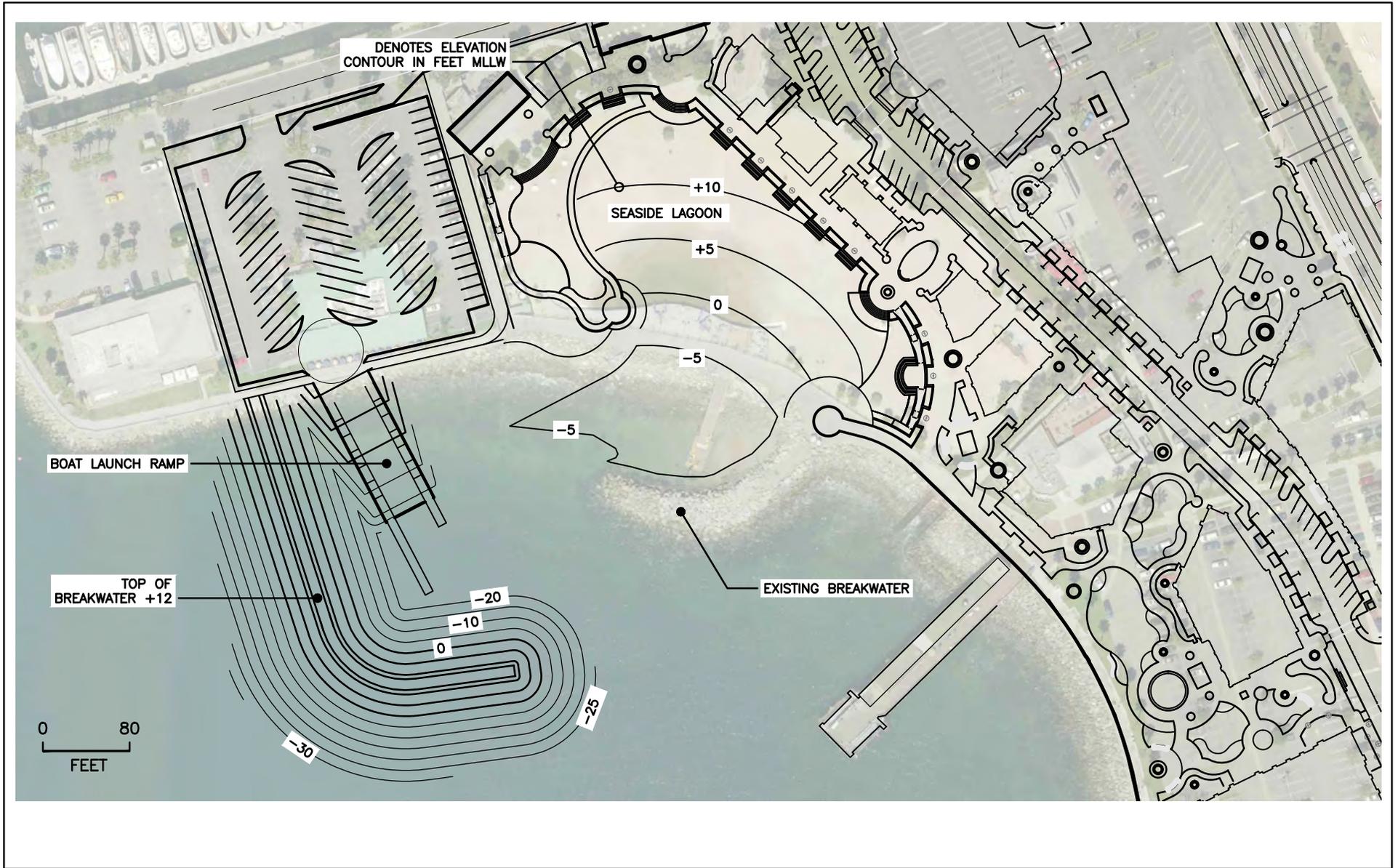
Small Craft Boat Launch Ramp

Implementation of the proposed project would require removal of the two boat hoists presently located at the Redondo Beach Marina. The proposed project includes a new small craft boat launch ramp and accessory infrastructure (Figure 3.12-6). A recreational boat launch ramp has long been considered for the harbor and has been identified by the California Coastal Commission as a need in the Redondo Beach harbor area. A boat launch ramp is included as a requirement in the LCP, which states, "A public boat launch ramp shall be constructed in association with future development projects within the harbor area." (City of Redondo Beach, Coastal Land Use Plan, Land Use Policy 1, 1981 as amended).



Source: CDM Smith, 2015; Noble Consultants Inc., 2015 Note: Elevations shown are in feet mean lower low water (MLLW)





Source: Noble Consultants, Inc., 2015

For discussion purposes only. Actual development and placement details may vary.



Figure 3.12-6

As shown on Figure 3.12-6, the small craft boat launch ramp is proposed in the harbor's south turning basin adjacent to Joe's Crab Shack, to the west of the Seaside Lagoon. For the purposes of the environmental analysis, it is assumed that the small craft boat launch would consist of a two-lane concrete boat ramp approximately 50 feet wide (consisting of a two 15-foot lanes) with two 10 feet wide boarding floats (one on each side of the ramp) restrained by guide piles (refer to Section 2.4.1.2 in Chapter 2 Project Description for additional details regarding the proposed small craft boat launch ramp). The ramp would be protected from wind and storm waves by a 420-foot long rubble-mound breakwater (refer to Figure 2-13 in Chapter 2 Project Description of this Draft EIR). Other improvements include a paved parking area for 20 vehicle/trailers (pull-through) and 20 single vehicles (40 total parking stalls); a paved parking lot, utilities, landscaping, and other miscellaneous site furnishings and improvements (such as a self-pay parking station; a boat wash-down area; and a water quality system).

Proposed Recreational Facilities in Southern Portion of the Project Site

Horseshoe Pier

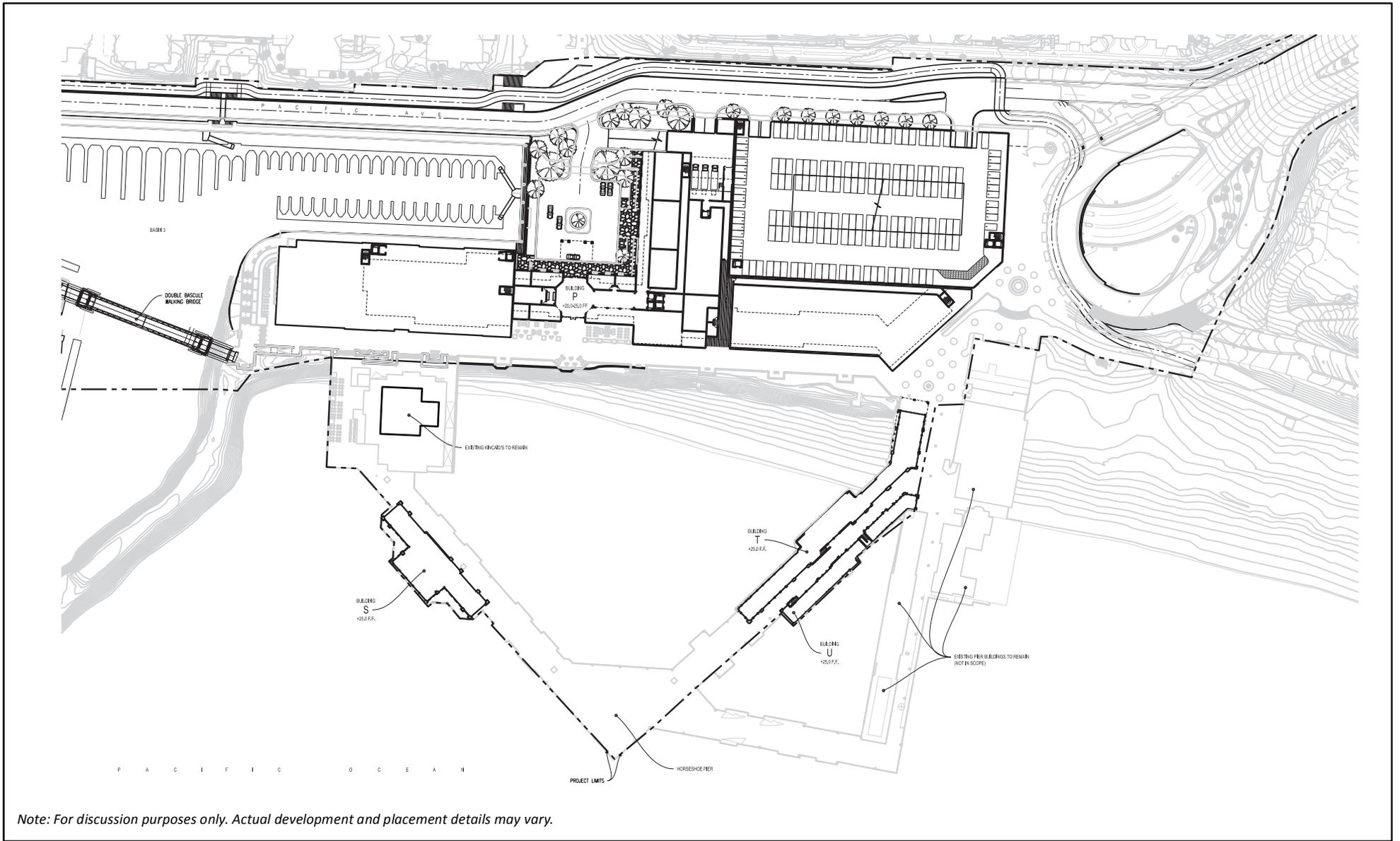
With the exception of the Kincaids restaurant, the existing structures located along the southern portion of the Horseshoe Pier would be demolished and replaced with new structures. The proposed development includes replacement of some of the existing and former retail and restaurant buildings on the Horseshoe Pier with similar footprints and square footage to existing buildings. As shown in Figure 3.12-7, a new 8,367 square foot building would be constructed on the empty building pad (Pad 2) located on the northern portion of the pier, seaward of Kincaid's. No reinforcement of the northern portion is required to support the new structure on Pad 2. To adequately support the new structures on the southern portion of the pier, the remaining timber/wooden portion of the pier would be entirely replaced. This entails removing the existing pier deck and pier piles, and replacing with a new concrete and steel structure (including concrete deck and coated pipe piles). The footprint of the pier would remain the same. The proposed project would not change the extent or location of the Horseshoe Pier, nor would the aforementioned buildings and improvements preclude or constrain the existing public use of Horseshoe Pier for strolling, enjoying ocean views, and pier fishing after completion of construction.

The proposed project also includes the development of a new two-story boutique hotel with commercial uses on the ground floor and replacement parking structure in the area adjacent to (to the east) of Horseshoe Pier. A boardwalk proposed along the length of the project site would extend between the hotel/commercial complex and Horseshoe Pier, which would maintain public access at both the northern and southern ends of the pier. The hotel rooms would be configured so each has a view of the Santa Monica Bay or Redondo Beach Marina.

Proposed Recreational Facilities Related to the Basin 3

Redondo Beach Marina/Basin 3 Reconstruction/Redevelopment

The proposed project includes the reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the Redondo Beach Marina/Basin 3. The number of slips being considered within the marina range from approximately 33-slips with eight side-ties (approximately 1,740 linear feet of space) to a maximum of 60-slips with eight side-ties (approximately 2,200 linear feet of space), and would be various sizes. The replacement facilities would be in a similar layout/configuration to the existing marina. Timber docks would be replaced with concrete docks. The new facilities would include concrete docks, concrete guide piles (approximately forty 16-inch diameter concrete piles), dock utilities and furnishings, aluminum gangways and concrete gangway landings, and aluminum security gate



Source: Callison, 2015



enclosures. In addition, additional gangways would be constructed within the marina and entrance to Basin 3 for side ties for transient mooring of vessels, including dinghy docking, and passenger loading/unloading. American with Disabilities Act (ADA) access would be improved for the entire marina. See Figure 2-16 for conceptual plans associated with the redevelopment of the Redondo Beach Marina/Basin 3. As part of the proposed project, some of the existing recreational uses are expected to be relocated to other locations within the project site or King Harbor, such as the relocation of the rental of kayaks and paddleboards to the area within the Seaside Lagoon area, and sightseeing, whale watching, and fishing charter boats to end of the Sportfishing Pier if the pier is rebuilt, or to the new gangways and side tie area proposed within the marina and entrance to Basin 3 (west of the proposed pedestrian/bicycle bridge). Some of the existing recreational activities, such as the rental of pedal boats and gondola rides, could continue within the reconfigured Basin 3.

Since all the vessels from the Redondo Beach Marina would be relocated during construction, those vessels wishing to relocate back to the Redondo Beach Marina after construction would be required to meet new lease requirements, which are expected to be similar to lease requirements of the other marinas in King Harbor. In addition, there is sufficient vacancies within the three other King Harbor marinas (Portofino, Port Royal and King Harbor), in addition to the availability of deep water moorings, to accommodate all the existing vessels within King Harbor from the Redondo Beach Marina in Basin 3.

While the specific design and particular uses associated with the existing Redondo Beach Marina/Basin 3 facility would be modified in conjunction with the proposed project, the basic function of the facility to support marine recreational opportunities would remain and new docks and facilities would enhance the utility of the basin for coastal dependent recreational activities.

Pedestrian/Bicycle Bridge

The proposed project includes construction of a bridge to be shared by pedestrians and bicyclist that would span the approximately 250-foot Basin 3 entrance. The pedestrian/bicycle bridge would provide a shorter direct connection between the northern and southern portions of the project site than what currently exists (along the eastern boundary of the site), which would enhance site connectivity. From the northern portion of the site, the bridge would be accessed via the waterfront promenade south of the market hall (Building F) and from southern portion of the project site, the bridge would be accessed via the waterfront promenade north of the Pier. The bridge would be designed to meet ADA accessibility requirements. The bridge would be a movable steel structure that has a 12-foot wide pathway with two-foot shoulders (for a total of 16 feet wide pathway), which would allow for a mix of uses (e.g., bicycles, pedestrians, skaters, etc.). It would be a bascule bridge (commonly referred to as a drawbridge) with two approximately 79-foot lift (or bascule) sections with two fixed approaches that would clear a 120-foot width within the entrance of Basin 3 (see Figure 2-17 in Chapter 2 Project Description of this Draft EIR). The vertical clearance of the bridge when closed would be up to 19.7 feet at MLLW. A control booth would be stationed on land at one or both ends of the bridge and be manned during hours of operation of the bridge. In order to maintain access to the Redondo Beach Marina to vessels taller than the vertical clearance associated with the proposed bridge in a closed position, a schedule of operational assumptions for the bridge, including details on when at regularly scheduled intervals the bridge would be opened to maintain waterway access and navigation of the marina, would be posted and become part of the new lease requirements associated with the redeveloped marina. As the proposed bridge is across a navigable waterway of the U.S. (i.e., Basin 3 of King Harbor), the proposed project would require a Coast Guard Bridge Permit, which includes maintaining public access to navigable waters.

Other Improvements

The proposed project includes other components that are not specific to any of the three portions of the site described above, but rather would generally modify and enhance recreational use of the project site as a whole. These other improvements include the reconnection of Pacific Avenue, other circulation enhancements, and enhanced high-quality public open spaces.

Pacific Avenue Reconnection

The International Boardwalk and elevated walkway would be demolished to accommodate the Pacific Avenue Reconnection. The Pacific Avenue Reconnection would be a new limited throughway that would provide vehicular, bicycle, and pedestrian traffic connectivity between the northern and southern portion of the project site, providing a direct link between Pacific Avenue/Harbor Drive and Torrance Circle. Operation of the modified intersection at Pacific Avenue/Harbor Drive and new intersection at Torrance Circle and the Pacific Avenue Reconnection would be via stop signs.

The Pacific Avenue Reconnection would consist of a two-lane roadway, landscaped median and 8-foot walkway to the west of the roadway, and a 12-foot bicycle path east of the roadway. Along Basin 3, the walkway typically would be approximately four feet lower than the roadway elevation, and the bicycle path would be seven feet above the roadway elevation. The walkway and bicycle path elevations would gradually level off to match the roadway elevations at the parking structure on the southern portion of the project site (Figure 3.12-8). At locations where the elevations of the three travel-ways vary, decorative railings and low walls would separate the travel modes. At locations where the elevation is the same, a landscaped median would provide a separation.

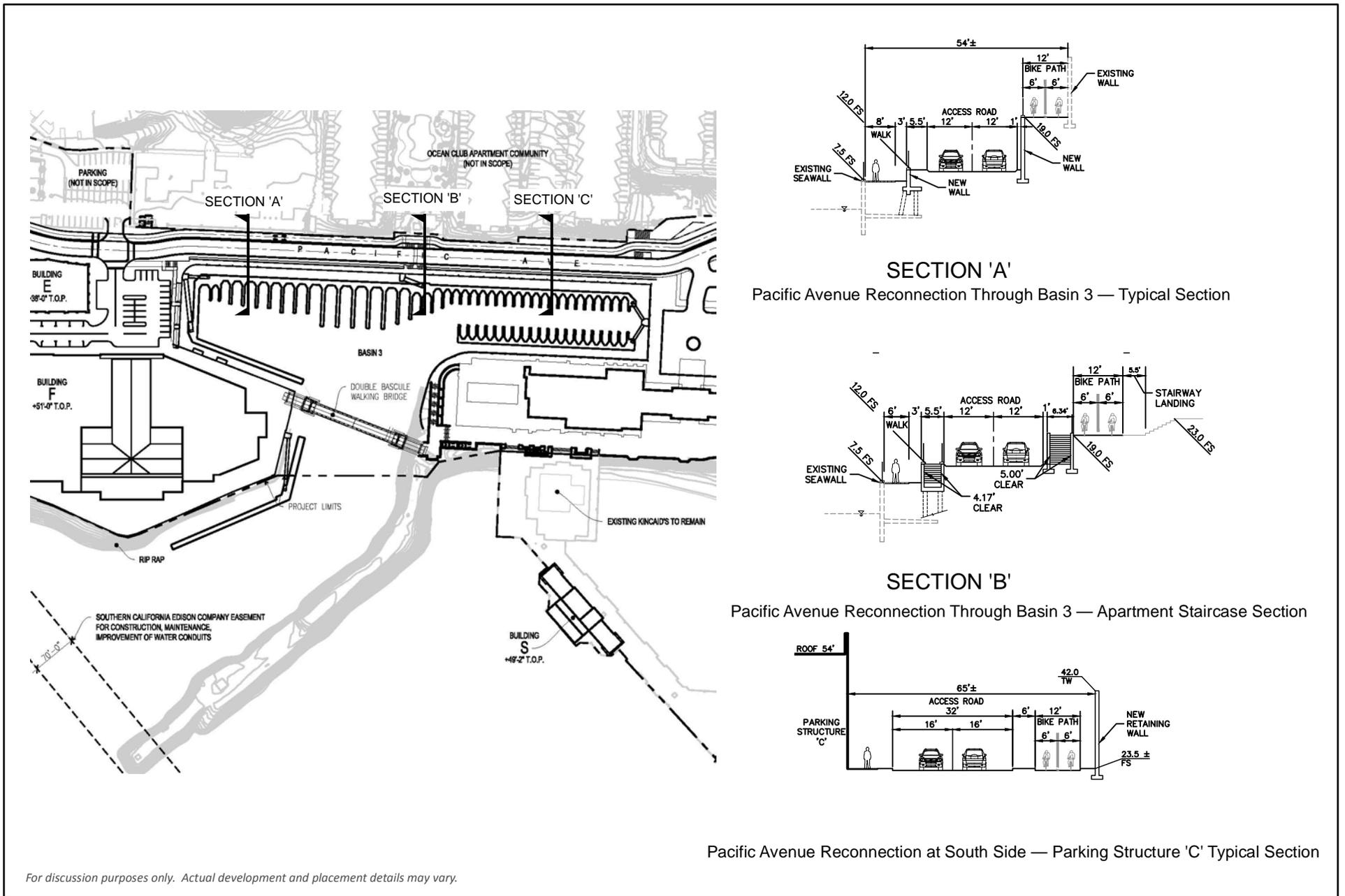
Bicycle Paths

As shown on Figure 3.12-9, the designated bicycle path located along the Pacific Avenue Reconnection would be an extension of the Herondo-Harbor Gateway cycle track. The bicycle path would connect to the cycle track located on the west side of the Harbor Drive. At the existing Pacific Avenue, the bicycle path would cross to the east, and extend along the east side of the Pacific Avenue Reconnection as discussed above. To the north of the Pacific Avenue Reconnection/Torrance Circle intersection, the bicycle path would cross to the west and extend to the west of Torrance Circle to connect with the existing bicycle path along the beachfront to the south of the project site, as shown on Figure 3.12-9.

Two enclosed bicycle locker facilities (bicycle depots) would be established, that provide bicycle lockers intended for secure temporary bicycle storage and other self-service amenities such as a drinking fountains. One bicycle depot would be located at the northern portion of the site and one would be located on the southern portion. As shown on Figure 3.12-9, each bicycle depot would be located adjacent to the bicycle path, to the south of the northern and southern parking structures. There would also be bicycle racks located throughout the site.

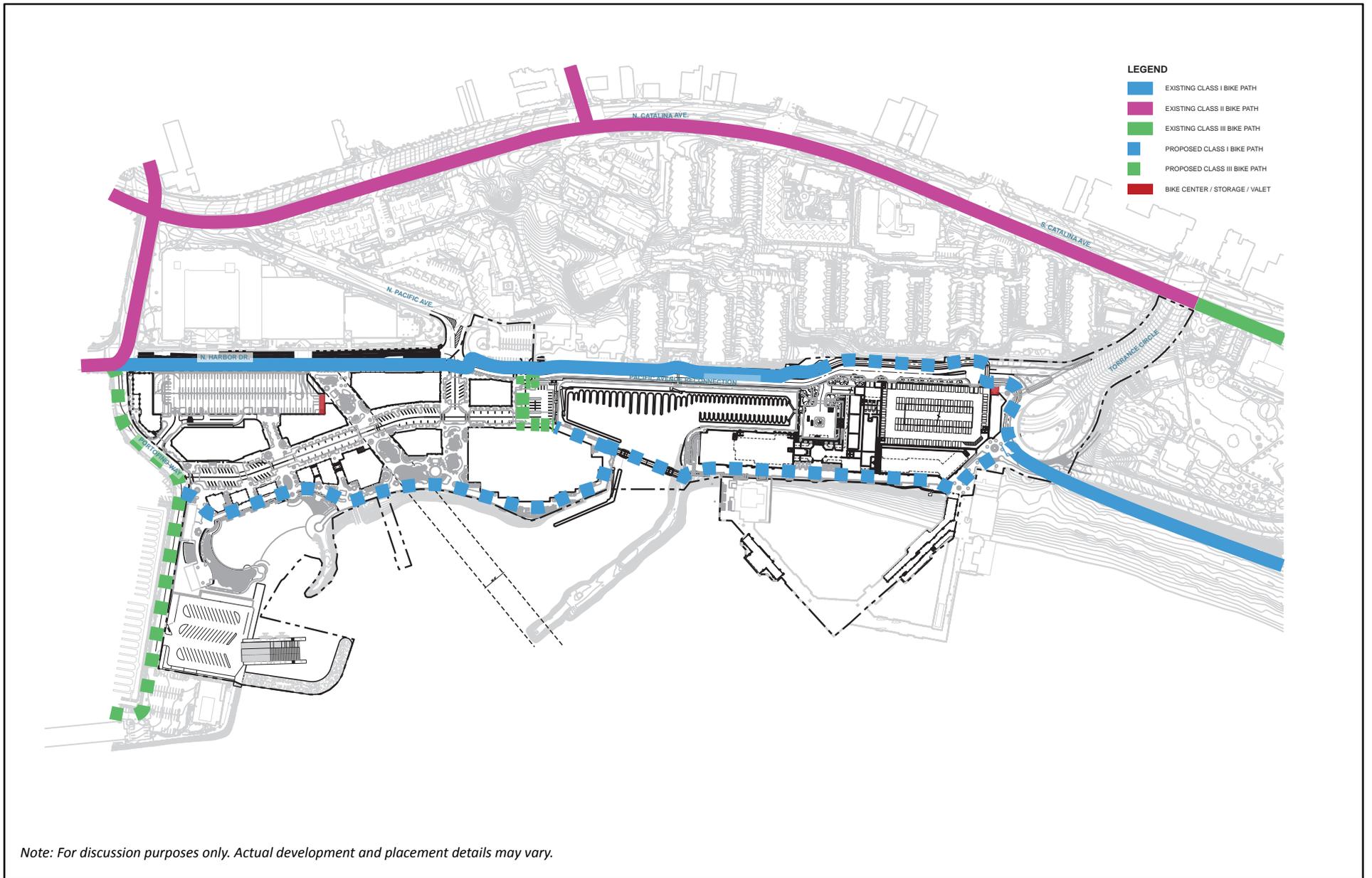
Pedestrian Pathways

As shown on Figure 3.12-10, the proposed project includes new designated bicycle and pedestrian pathways throughout the project site, including a promenade along the water's edge on the rock breakwater and marina bulkheads. The promenade would extend from the base of the pier, across the pedestrian/bicycle bridge to Seaside Lagoon and the Pacific Avenue Reconnection. The promenade would have a paved or wood surface and meet ADA accessibility requirements. The existing promenade along Horseshoe Beach (i.e., the shore



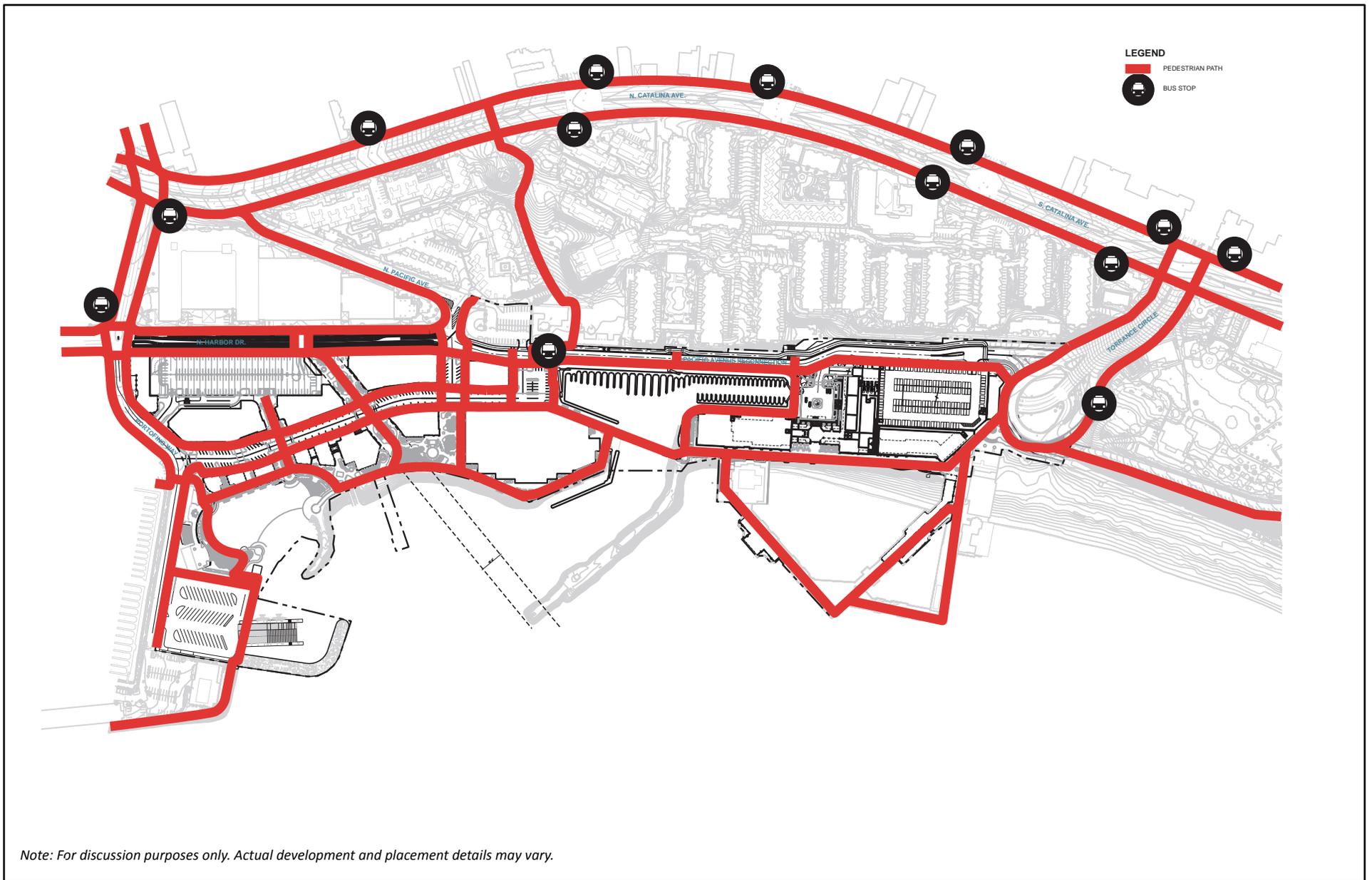
Source: Psomas, 2015





Source: PSOMAS, 2015





Source: PSOMAS, 2015



area east of Horseshoe Pier) would be replaced and existing rocks may be re-arranged. The existing sloped walkway along the northern half of Horseshoe Beach would be rebuilt on piles driven through rocks, similar to the current configuration.

Open Space

The proposed project includes the removal of large expanses of asphalt surface parking areas and the development and enhancement of high-quality public open space throughout the project site, including providing public seating, gathering, and passive and active recreational spaces (refer to Figures 2-7 and 2-21 in Chapter 2 Project Description of this Draft EIR, for existing and conceptual open space plans, respectively). Such areas include, but are not limited to, landscaped public spaces along the promenade adjacent to Horseshoe Beach, to the north of the market hall (Building F), and the public utilities easement that extends from Harbor Drive to the waterfront on the northern portion of the project site, south of the proposed parking structure, and the Plaza at the entry of Seaside Lagoon at the intersection of the new main street. In addition, the proposed promenades and paths would enhance high-quality public open space.

The modified Seaside Lagoon would include public beach and lagoon area, as well as landscaped area for seating and picnicking. While overall the amount of public open space within the site boundaries would remain similar to the existing conditions, the quality of the open space would be enhanced by the addition of features such as new landscaping, lighting, benches, decorative fountain and centrally located public gathering spaces. Further, the new open spaces are integrated into the overall site design to provide more useable and visually pleasing spaces promoting high quality design to enhance active and passive use and enjoyment of the outdoor environment and complement the natural beauty of the harbor and Santa Monica Bay.

3.12.4.3.2 Impact Determination

Impact REC-1: The proposed 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.

Construction

During the approximately 27 to 30 months (2.25 to 2.5 years) construction period, access to existing recreational facilities within the project site would not be available as the entire project site would be closed to the public, with the exception of some limited access to facilities on, and near, the Horseshoe Pier (i.e., access to Kincaid's restaurant at the northern segment of the Horseshoe Pier and the Monstad Pier). More specifically, construction of the proposed project would result in temporary closure of existing on-site recreational facilities including the Seaside Lagoon, Sportfishing Pier, Redondo Beach Marina, boat launch facilities (boat hoists and hand launch), a majority of the Horseshoe Pier, and on-site walkways and bike paths within the project site. The Redondo Beach segment of the South Bay Bikeway would be temporarily rerouted along Pacific Avenue, Catalina Avenue, and Torrance Circle/Boulevard as shown in Figure 3.12-11. This would allow continued bicycle connection to the north and south of the project site.



Source: Psomas, 2014; Noble Consultants, Inc., 2015



Limited access to portions of the Horseshoe Pier would be retained to the degree feasible. A temporary access route from Torrance Circle providing access to Kincaid's and facilities outside the project site (i.e., Monstad Pier) would be designated. The Monstad Pier and associated recreation (i.e., ocean viewing and pier fishing) would remain open throughout the construction period as safety permits. Construction activities in the immediate vicinity (e.g., demolition of the Pier Parking Structure, modifications to the Torrance Circle, and potential replacement or removal of Horseshoe Pier) could result in some small modifications to portions of the Monstad Pier where the two piers converge, and may require temporary access restrictions, including closing portions of the Monstad Pier (i.e., at the northern and eastern ends of Monstad Pier where it connects to the Horseshoe Pier). Any full closures of the Monstad Pier, such as if needed to maintain public safety during construction activities nearby at Horseshoe Pier, would be minimized to the degree feasible, and would be anticipated to be of limited duration. As possible, closures would be timed to avoid weekends and holidays.

As a result of the temporary closures of on-site facilities during the construction phase of the proposed project, there could be a temporary increase in the use of other existing recreational facilities during proposed project construction, to the extent users seek alternative facilities/locations for such recreation. However, the recreational users would not all visit the same alternate location, as the project site is within a region that has a wide variety of recreational opportunities available, both within a short distance of the project site and throughout Los Angeles County and the whole Southern California region. The types of recreational opportunities currently available at the project site are generally representative of the types of coastal recreation uses found throughout Southern California. In addition to pedestrian paths and bicycle paths readily available throughout Los Angeles, including coastal areas, the following provides a summary listing of the general types of coastal recreational opportunities currently available at the project site that are also available elsewhere in Los Angeles County or as otherwise noted.

Free Pier Fishing⁵

- Monstad Pier, Redondo Beach (adjacent to project site)
- Belmont Pier, Belmont Shore
- Burton Chase Fishing Platform, Marina del Rey
- Hermosa Beach Pier, Hermosa Beach
- Malibu Pier, Malibu
- Manhattan Beach Pier, Manhattan Beach
- San Pedro Pier, San Pedro
- Santa Monica Pier, Santa Monica
- Venice Pier, Venice

⁵ Source: <http://www.beachcalifornia.com/free-fishing-california.html>. Last accessed on November 10, 2014.

Sportfishing Boat Charters⁶

- Malibu Pier Sportfishing, Malibu
- 22nd Street Sportfishing, San Pedro
- Long Beach Sportfishing, Long Beach
- Marina del Rey Sportfishing, Marina del Rey
- LA Harbor Sportfishing, San Pedro
- Pierpoint Landing, Long Beach
- Long Beach Marina Sportfishing, Long Beach

Public Boat Launch Ramps⁷

North of the Project Site

- Marina del Rey (two facilities)
- South of Marina del Rey

South of the Project Site

- Cabrillo Beach (San Pedro)
- Queensway Bay (two facilities – Long Beach)
- Belmont Shores (Long Beach)
- Alamitos Bay (three facilities – Long Beach)

Construction of the proposed project would modify the Seaside Lagoon. Seaside Lagoon, normally open during daytime hours from May 24th through September 1st, would be closed during the entire construction period. Someone who wishes to swim may choose to visit the adjacent or nearby County beach or a public swimming pool as an alternative to Seaside Lagoon.

Construction of the proposed project would eliminate the existing boat hoists, hand launch and dinghy dock adjacent to the Seaside Lagoon and would temporarily displace the use of the project site for those activities during construction. In late 2014, the boat hoists were inactive and shut down for safety reasons following an inspection that determined that the hoists' beams were "noticeably deficient." The results of a structural engineering report completed in January 2015 found the south hoist to be beyond repair, while the north hoist was in better condition. The boat hoists had been closed since late 2014, with repair of the north hoist completed and reopened in October 2015. During the hoists closure, the City directed the public to use alternative regional boat launch facilities, including those in Marina del Rey and Cabrillo Beach in San Pedro.

In addition, construction would temporarily displace the recreational activities that currently operate out of the Redondo Beach Marina/Basin 3, such as the rental of kayaks, paddleboards,

⁶ Source: biteson.com/newlandings.html. Last accessed on November 10, 2014.

⁷ Source: <http://www.boatrampslocator.com/california-los-angeles-county-boat-ramps-information.htm>. Last accessed on May 25, 2015.

pedal boats, as well as gondola rides, sightseeing, whale watching, and fishing charter boats. These activities may be temporarily relocated to other locations within King Harbor, additionally, these types of activities are generally available at other waterfront communities within the vicinity, such as Marina del Rey and San Pedro. Construction associated with the reconstruction/redevelopment of the Redondo Beach Marina and bulkhead and cap repairs would also require all the vessels from within the marina/Basin 3 to be relocated during construction.

Currently, approximately 53 of the 61 slips in the Redondo Beach Marina/Basin 3 are leased. As of May 2015, approximately 99 slip vacancies of various sizes exist within the three other King Harbor marinas (Portofino, Port Royal and King Harbor) (City of Redondo Beach, per. comm. 2015x). Therefore, the proposed project would be accommodated by existing King Harbor marinas, no vessels would be displaced and the construction of the proposed project would not cause an increase in these existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Construction associated with the modifications to the Seaside Lagoon and the new boat launch ramp could require construction from the water. Because construction at the proposed project would close the project site to the public (with the exception of Kincaid's on the Horseshoe Pier), the majority of waterside construction would be confined to the immediate project area, such as in front of the Seaside Lagoon, Joe's Crab Shack, and Basin 3. As the project site is near the entrance to King Harbor (near the outer breakwater), the transport of construction materials would be performed in a manner that does not conflict with ongoing navigation or boating activities.

As described previously, a variety of special events occur throughout the year at the project site such as concerts, festivals, and outdoor movie showings. During construction, the project site would not be available for special events. It is anticipated that existing events occurring within the project site (particularly those that occur at Seaside Lagoon and on the Horseshoe Pier) would be temporarily relocated to other venues nearby that have adequate capacity and amenities to meet the event needs, such as Veterans Park and the beach immediately south of the project site, or to other areas of the City (such as Riviera Village), or cancelled during construction of the proposed project. The events would require a special event permit issued by the City, and would occur temporarily and sporadically. Further, temporarily relocated special events would likely occur at various venues located throughout the City rather than all occurring at one alternative location. Thus, temporary relocation of special events would occur infrequently at each possible alternative location and as such is not expected to result in deterioration of or increase in 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.

Recreational facilities located outside of the project site (e.g., King Harbor, Veterans Park, bike path to the north and south, and County Beach) would remain open to the public throughout the construction period. However, some temporary disruption that would reduce enjoyment of such facilities could occur during construction, such as no parking on the project site being available for use by those facilities. Construction impacts are addressed throughout this Draft EIR, including Section 3.1 Aesthetics and Visual Resources, Section 3.2 Air Quality, Section 3.10 Noise, and Section 3.13 Traffic and Transportation. The lower portion of Czuleger Park consisting of a plaza and seating area is located above the Plaza Parking Structure, which would be modified as part of the proposed project. Given the proximity of the lower portion of the park to the construction activities, the lower portion of the park may be closed for safety reasons. However, the upper portion of the park, including viewing

platform, open lawn area and public pathways would remain open to the public. No construction within the park or other modification is anticipated.

This disruption to neighboring parks and other recreational facilities would be temporary in nature and would not prevent use of such facilities, nor would it cause deterioration of the facilities. However, should recreational users decide to visit alternative recreational facilities, as discussed above for recreational facilities at the project site, a variety of alternative recreational facilities are available throughout the South Bay area, such as Alta Vista Park and Vincent Park (Redondo Beach) and Bi-Centennial Park and South Park in Hermosa Beach, and any increase use of alternate facilities is expected to be dispersed throughout the area and not concentrate in any specific location such that substantial physical deterioration or degradation could be caused or accelerated.

In summary, visitors coming to the project site are offered a variety of coastal recreational opportunities and selection of an alternative site to seek such opportunities while the project site is closed to public access during construction would vary by the type(s) of activity each user is seeking. For example, someone who wishes to swim may choose to visit the adjacent or nearby County beach or a public swimming pool as an alternative to Seaside Lagoon, whereas someone wishing to enjoy a stroll and ocean view may choose to visit another pier located along the coast, while someone wishing to paddle board may choose to visit Basin 1 or 2 within King Harbor (located north of the project site).

While there are two local parks immediately adjacent to the project site, specifically, Czuleger Park⁸ and Veterans Park, it is not anticipated that a substantial number of visitors that would normally utilize the recreational facilities within the project site would instead use those two parks. The types of recreational facilities within the project site that draw many visitors to the site are primarily marine-oriented, such as fishing, boating, swimming, beach sports, etc., in which case it is more likely that visitors seeking that type of recreation would select other alternative locations from the wide variety of such facilities available elsewhere in the local area or region. As such, the recreational users that are temporarily displaced during project construction would not cause a substantial increase in use at any particular recreational facility, but would instead be expected to disperse throughout the area. Therefore, construction of the proposed 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 and impacts would be less than significant.

Furthermore, as part of the Conditional Use Permit process, the City is proposing Conditions of Approval, which would require, prior to the construction, the temporary relocation of hand launch and dinghy facilities during the construction associated with opening the Seaside Lagoon to the harbor, as well as slip transition assistance for those vessels currently within the Redondo Beach Marina/Basin 3. The Conditions of Approval would be applied to the implementation of the project through the project plans and the building permit process. The City is proposing the following Conditions of Approval as part of its Conditional Use Permit procedures:

⁸ As discussed above, the lower portion of Czuleger Park would likely be closed during construction, but the upper portion would remain open.

Conditions of Approval:**COA REC-1: Temporary Hand Launch and Dinghy Dock**

The City would secure for temporary use a nearby location for use as a hand launch and dinghy dock during the construction of the proposed project. Possible nearby locations include: fuel dock at Portofino; Mole B (Outriggers' launch); and, King Harbor Yacht Club.

COA REC-2: Redondo Beach Marina in Basin 3 Slip Transition/Temporary Relocation Plan

A slip transition and/or temporary relocation plan would be established for vessels located with the Redondo Beach Marina/Basin 3 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the Redondo Beach Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The transition/relocation plan would include measures to provide for continued operation of visitor-serving vessels (e.g., charter fishing operations, whale watching, glass bottom tours, harbor tours, etc.), such as use of transient moorings within the harbor and operating from other marinas within King Harbor. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.

Operation

As discussed above and in Chapter 2 Project Description of this Draft EIR, and in Section 3.12.4.3.1, the proposed project would include various new or enhanced recreational amenities such as modified Seaside Lagoon, new small craft boat launch ramp, improved site connectivity with new pedestrian and bicycle paths, and high quality open space (e.g., waterfront promenade, public seating, landscaped areas, gathering spaces, and pathways). This would result in enhanced recreational facilities available to the community and visitors. The accessible shoreline throughout the project site would grow from approximately 3,500 linear feet to approximately 4,450 linear feet, which is a 27 percent increase in accessibility (for a 100 percent accessibility of the project site). For example, the modified network of pedestrian and bike pathways would improve connections to off-site trails and pathways, including a link of the California Coastal Trail, and would also enhance the bicycle and pedestrian experience within the site, thereby increasing the recreational enjoyment of coastal resources.

The opening of Seaside Lagoon to tidal influence would allow the public park to be open year-round. With the exception of the occasional special event, the lagoon would be open at no fee to the public. This would increase the site's availability and accessibility to the public. The modifications would be designed to balance the recreational beach area with swim area. The

breakwall would be designed to protect the opening of the lagoon to reduce wave action and thus continue to provide for a safe swimming area that is not subject to strong wave action during typical weather conditions. As discussed further in Section 3.3 Biological Resources, the potential use of the open lagoon by pinnipeds is not expected such that its use as a recreational amenity would be degraded.

The remaining restroom/shower facility and new improvements at the lagoon site (i.e., boardwalk, cabanas, outdoor public furniture, beach, concessions, enclosure of an existing pavilion, etc.) would be maintained as part of long-term implementation of the proposed project. Therefore, with the new facilities that are proposed and new funding for enhanced maintenance of the facilities that would remain the proposed project would not result in substantial deterioration from year-round use.

As shown on Figure 3.12-5, although the modified lagoon would have a water area that would vary with the tide, and some features, such as the volleyball courts would be eliminated, the tidally-influenced lagoon would provide for other amenities, including a boardwalk, landscaping, and seating areas. Accessory uses, including concessions and recreational sales/rentals would be available on-site to provide services to enhance the recreational use of the lagoon, including access to the water area not previously available for a variety of sports and activities.

The proposed project would also enhance access to the water area for a variety of sports and water recreational activities by providing hand launching, including a small craft boat launch ramp, which would accommodate a larger number of boat launches than the existing boat hoists. Hand launches would be available at Seaside Lagoon. The dinghy dock would be within or adjacent to Basin 3, which would also include other transient side ties for guest docking.

The proposed project includes two options related to the Sportfishing Pier (replacement of the pier and building or not replacing the pier and relocating the building square footage into the northern landside development). If the pier is replaced, the proposed project includes the reconstruction of the pier and building in a similar size and configuration as the existing structure and would include similar uses. Replacement of the pier would include a new fender system, boat mooring, and passenger loading ramps installed on each side of pier at the end to allow berthing of sportfishing and sightseeing boats. If the pier is not replaced, boat mooring and passenger loading could occur at the proposed new side ties planned at the entrance of Basin 3, just outside the reconstructed/redeveloped Redondo Beach Marina, west of the proposed pedestrian/bicycle bridge. Fishing from the Horseshoe Pier (within the project site) and adjacent Monstad Pier would continue to be available if the Sportfishing Pier is not replaced.

The proposed project includes the reconstruction/redevelopment of the entire floating dock complex and appurtenant facilities within the Redondo Beach Marina/Basin 3. The number of slips being considered within the marina range from approximately 33-slips and eight side-ties (approximately 1,740 linear feet of space) to a maximum of 60-slips and eight side-ties (approximately 2,200 linear feet of space), and would be various sizes. The option with fewer slips would accommodate a greater number of larger vessels (30 feet in length and above). The number of vessel slips would be based on market demand at the time the proposed project has gone through final design (e.g., market demand for larger slip sizes exceeds need for smaller boat slips shown by vacancies in adjacent marinas). The replacement facilities would be in a similar layout/configuration to the existing marina. In addition, additional gangways would be constructed within the marina and entrance to Basin 3 for side ties for transient mooring of vessels (i.e., guest docks), including dinghy docking, and passenger

loading/unloading. Once the proposed project is operational, the on-site marina manager would work with those vessels displaced during construction who wish to return to the Redondo Beach Marina in Basin 3, and are within the operational requirements of the reconfigured marina and can meet the lease requirements (which are expected to be similar to those requirements at other marinas in King Harbor). While the specific design and particular uses associated with the existing Redondo Beach Marina/Basin 3 would be modified in conjunction with the proposed project, the basic function of the facility to support marine recreational opportunities would remain and new docks and facilities would enhance the utility of the basin for coastal dependent recreational activities. Should the proposed project include a marina with fewer small boat slips (and hence fewer slips), this would not be considered a significant impact as other small boat slips are available within King Harbor marinas. As of May 2015, in the King Harbor Marina alone, approximately 53 slips under 27 feet in length are vacant, which is about six percent of all slips in that marina (Short, per. comm. 2015). Therefore, should the proposed redeveloped marina have fewer boat slips, there are several nearby existing local and regional marinas with vacancies such that the proposed project would not cause an increase in these recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The proposed pedestrian/bicycle bridge would be a bascule bridge (commonly referred to as a drawbridge) that would open at regularly scheduled intervals. At a closed position, the vertical clearance of the bridge would be 19 to 19.7 feet at MLLW, allowing small boats to pass underneath. Vessels too tall to pass under the bridge could enter and exit the marina when the bridge is open. The bridge would be manned during hours of operation. A schedule of operational assumptions for the bridge, including details on when at regularly scheduled intervals the bridge would be opened to maintain waterway access and navigation of the marina and safety procedures for pedestrians and bicyclists using the bridge, would be posted and become part of the new lease requirements associated with the redeveloped marina. The regularly scheduled and posted openings of the proposed bridge would balance the need of maintaining navigation while also providing connectivity between the northern and southern portions of the project site for pedestrians and bicyclists.

As noted earlier in this section, the demand for parks, recreational facilities, and open space is generally associated with the increase of housing or population growth in an area. The proposed project would not result in any residential development or generate any additional population. Therefore, no increased demand for recreational facilities associated with population growth would occur.

It is anticipated that the proposed project could increase the number of local and regional visitors to project site, and therefore, the use of recreational facilities within and near the project site could increase. However, the enhanced and expanded recreational features, including pedestrian and bicycle pathways, would provide a variety of enhanced recreational opportunities, with newly constructed or renovated facilities throughout the project site, which, in turn, would help disperse visitors. In addition, such new activity at the project site would provide long-term funding for enhanced operation and maintenance of the recreational facilities at the project site.

Although it is anticipated that the proposed project could increase the number of local and regional visitors to the project site, with the exception of the County Beach and bike paths to the north and south of the site, it is not anticipated that recreational facilities located outside of the project site (e.g., Czuleger Park, King Harbor and Veterans Park) would be substantially impacted due to the enhanced recreational opportunities created as part of the proposed project in comparison to these adjacent facilities. An increased number of visitors to the project site

may create additional use of the County Beach to the south due to visitors wishing to enjoy the beach while visiting the commercial offerings at the site, as well as an increase in the use of the bike paths to the north and south of the project site due to the increased accessibility to and through the project site. The proposed project would complement and enhance a visitor's experience to the beach or a bicyclist's connectivity along the waterfront and is not expected to cause a substantial increase in beach-going or bicycle traffic that would create a significant impact on these adjacent recreational facilities (i.e., would not result in substantial physical deterioration of existing facilities). In addition to the continuous pedestrian and multi-use paths throughout the project site, the proposed project offers many plazas, paseos and site amenities (e.g., benches, chairs, umbrellas, tables, water features, public art, and shade and child play areas) to create a more enjoyable coastal experience.

Users of recreational facilities are typically residents from the local area and, for regional recreational facilities such as proposed project, those who come to a site specifically to take advantage of the unique or specific opportunities available. The proposed project would not increase population within the region that could increase the number of recreational users, but it would provide approximately 1,438 new jobs. This increase in the number of workers employed at the project site would not substantially increase the anticipated use of recreational facilities at or near the site such that physical deterioration or degradation would occur. While employees associated with the commercial component of the proposed project at the site may make use of the recreational facilities within and near the project site during the work day (e.g., before or after work and/or during breaks), this type of use is anticipated to be small in proportion to other uses and would not represent a substantial increase in new recreational facility users. In addition, due to the majority of the type of jobs that the proposed project would result in (i.e., service industry positions that do not require extensive training or specific education), most new employees are expected to come from local sources in the Los Angeles area and are likely to reside in proximity to the project area and thus already be using recreational facilities in the area, instead of representing a substantial increase in new recreational facility users. Thus, the increase in employees at the project site would not lead to substantial physical deterioration or degradation of recreational facilities, nor would it result in the need for new or expanded facilities.

The proposed project would provide and enhance no and low-cost visitor-serving recreational uses, commercial and recreational fishing, and community character. The proposed project would provide and enhance passive and active recreation compatible within a coastal area (such as water-oriented recreational activities). Overall, the amount of recreational facilities provided within the project area is expected to remain similar to existing conditions; however, it is anticipated that the enhanced pedestrian and bicycle paths and high-quality public open space would increase the utility and enjoyment of such features, and the accessibility of Seaside Lagoon would be increased by opening the facility year around and eliminating the admission fee. Examples of enhanced public recreation at the Seaside Lagoon as part of the proposed project includes hand launch and paddle sports from the lagoons edge, diving, snorkeling, as well as swimming.

Operation of the proposed project would help with the local and regional demand for recreation and park services by improving and expanding existing recreational resources; thereby providing a benefit to the local community and region as a whole. Therefore, the proposed project would not result in an increased demand on existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated. As such, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact REC-2: The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.

Construction

The proposed project would not include construction of any parks or recreational facilities beyond those already described under the proposed project (i.e., modified Seaside Lagoon, new boat launch ramp, new pedestrian and bicycle paths, and enhanced high-quality public open space). The construction-related impacts associated with these recreational facilities has been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR, including Section 3.1 Aesthetics and Visual Resources, Section 3.2 Air Quality; Section 3.4 Cultural Resources; Section 3.7 Hazards and Hazardous Materials; Section 3.8 Hydrology and Water Quality; Section 3.10 Noise; and, Section 3.13 Traffic and Transportation. Applicable rules and regulations and mitigation measures identified in those sections would also apply to the construction of recreational features.

No construction or expansion of recreational facilities not already addressed as part of the proposed project would be required (e.g., no construction or expansion of recreational facilities outside the project boundary would occur as part of, or because of, the proposed project). The proposed project would not result in population growth that would increase the demand for new or expanded recreational facilities; therefore, the proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project and thus no impacts would occur.

Operation

The proposed project would not involve the operation of recreational facilities not already addressed as part of the proposed project (e.g., no construction or expansion of recreational facilities outside the project boundary would occur because of the proposed project that would involve operation of those facilities). The operational-related impacts associated with these recreational facilities has been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR, including Section 3.1 Aesthetics and Visual Resources, Section 3.2 Air Quality; Section 3.4 Cultural Resources; Section 3.7 Hazards and Hazardous Materials; Section 3.8 Hydrology and Water Quality; Section 3.10 Noise; and, Section 3.13 Traffic and Transportation. Applicable rules, regulations, Conditions of Approval, and mitigation measures identified in those sections would also apply to the operation of recreational features, as applicable.

Therefore, the proposed project would not include operation of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project and thus no impacts would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impacts would occur.

3.12.4.4 Cumulative Impacts

The context for assessing cumulative environmental impacts associated with the accelerated deterioration of existing regional parks or recreational facilities is the extent of the jurisdiction providing the service. The project site lies within the jurisdiction of the City of Redondo Beach, at which public parks within the City are maintained by the Redondo Beach Public Works Department, while the other facilities in the area are located within the County of Los Angeles, and various cities within the County. Cumulative impacts could occur if growth within the City causes an increased use of existing facilities such that substantial physical deterioration of those facilities would occur. SCAG growth projections used as the basis of the cumulative impacts analysis in this Draft EIR take into consideration the future growth anticipated in local general plans, such as that of the City of Redondo Beach. The Recreation and Parks Element of the Redondo Beach General Plan provides an inventory of existing recreation and parks facilities within the City, acknowledges the future growth anticipated to occur within the City through the year 2020, and identifies the recreation and parks facilities and improvements that would be needed to accommodate that future growth (City of Redondo Beach, 2004). Based on such acknowledgement of, and planning for, future growth within Redondo Beach, and the attendant recreation and park needs, significant cumulative impacts related to substantial physical deterioration of recreational facilities are not expected to occur. Notwithstanding that significant cumulative impacts associated with future growth are not expected to occur, plus the fact that implementation of the proposed project does not involve growth, it should also be noted that operation of the proposed project is anticipated to enhance the quality of recreational opportunities available at the project site.

Relative to the potential for construction activities to result in significant cumulative impacts to recreational facilities, the impacts analysis presented above indicates that closure of the project site to public access during the construction period may result in the visitors having to use alternative recreational facilities in other areas both locally and perhaps regionally. It is unlikely that there would be a combined cumulative effect at any one alternative facility such that there would be a substantial physical deterioration of the facility, especially given the extent and variety of recreational facilities available both locally and regionally (see Section 3.12.4.3.2 for additional recreational facilities). The same holds true relative to the potential for significant cumulative indirect impacts associated with construction, such as noise, dust, traffic, and the like, to occur at any particular alternative recreational facility. In summary, implementation of the proposed project would not result in a cumulatively considerable contribution to impacts relative to recreational resources because the proposed project would not: (1) 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, and (2) would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project.

Cumulative Mitigation Measures

No mitigation is required.

Cumulative Residual Impacts

Impacts would be less than significant.

3.12.4.5 Summary of Impact Determinations

The following Table 3.12-1 summarizes the impact determinations of the proposed project and proposed project in addition to adopted growth projections (i.e., potential cumulative impacts) related to recreation, as described in the detailed discussion above.

Table 3.12-1: Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Project and Cumulative Growth

| Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---|---|---|---|
| REC-1: The proposed 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. | Proposed Project: Less than significant | Proposed Project: No mitigation is required | Proposed Project: Less than significant |
| | Cumulative: Less than significant (no cumulatively considerable contribution) | Cumulative: No mitigation is required | Cumulative: Less than significant (not cumulatively considerable) |
| REC-2: The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment not already addressed as part of the proposed project. | Proposed Project: No impact | Proposed Project: No mitigation is required | Proposed Project: No impact |
| | Cumulative: No impact (no cumulatively considerable contribution) | Cumulative: No mitigation is required | Cumulative: No impact (not cumulatively considerable) |

3.12.4.6 Summary of Mitigation Measures

In the absence of significant impacts, mitigation measures are not required.

3.12.5 Significant Unavoidable Impacts

No significant unavoidable impacts to recreational resources would occur as a result of construction or operation of the proposed project.