

4.11 RECREATION

INTRODUCTION

This section provides an analysis of potential impacts that project implementation may have on existing recreation facilities. This section also addresses the proposed impacts to recreation resources with consideration of local, State, and California Coastal Commission (CCC) policies; and provides recommended mitigation measures pursuant to the California Environmental Quality Act (CEQA). Information presented in this section is based on the Open Space and Recreation Element of the City of Long Beach General Plan and the Long Beach Department of Parks, Recreation, and Marine Departmental Strategic Plan. These documents are available for review at the City of Long Beach Department Development Services Department.

4.11.1 EXISTING ENVIRONMENTAL SETTING

4.11.1.1 Alamitos Bay Facilities

The proposed project is located within the Alamitos Bay, which is connected directly to the Pacific Ocean, and lies adjacent to the northwest of the mouth of the San Gabriel River. Alamitos Bay contains 7 miles (mi) of inland waterways for recreational water-related uses and is recognized as a regional recreation facility that offers a wide range of recreational opportunities to local and regional boaters, as well as the general public. The recreational activities and facilities are intended to meet the diverse interests of existing and future residents of the City as well as visitors.

Alamitos Bay is comprised of Marine Stadium, a recreation facility used for boating, water skiing, rowing and special events and containing a rowing center, green open space, coastal viewing, benches, and picnic tables; Alamitos Bay Marina (Marina), which contains eight basins for recreational boating craft and a boatyard; a variety of public and private berths; a fuel dock; and the Bay proper, which includes several small canals, a bathing beach, and several popular clamming areas.

4.11.1.2 Project Site Facilities

The Marina facilities are operated by the City of Long Beach (City) Marine Bureau and are primarily accessible from Pacific Coast Highway (PCH) and Second Street. From the ocean, the Marina entrance is approached from the south between two jetties, each marked by a light on the seaward end. The Marina comprises eight basins, as illustrated on Figure 3.2 (see

Section 3.0, Project Description). There are currently 1,997 slips located throughout the eight basins in the Marina. However, the proposed project only includes renovations to Basins 1–7. Basin 8 is not included in the project. There are currently 1,967 boat slips in Basins 1–7. Marina Basins 1–7 also include 13 restrooms buildings, parking lots, and other associated Marina facilities. Each of the seven basins has a differing number of slips available to boaters, ranging from 20 to 120 feet (ft) in length.

Basins 1 through 3 are located adjacent to Marina Drive, south of Second Street. Basin 4 is located along East Appian Way on the southeast corner of Naples Island, adjacent to the Long Beach Yacht Club. Basin 5 is located adjacent to the Alamitos Bay Yacht Club on Ocean Boulevard. Basin 7 is located on Ocean Boulevard to the northwest of Basin 5. Basin 6 comprises two separate areas known as Basin 6-South (Basin 6-S) and Basin 6-North (Basin 6-N). Basin 6-S is located at the northernmost end of Marina Pacifica Drive and Basin 6-N is located northeast of Basin 6-S, adjacent to the Marina Pacifica Mall on PCH. The project area also includes an open space/habitat mitigation site on the northeast shore of Marine Stadium. The open space/habitat mitigation site is located within a City-owned storage area accessed from Boathouse Lane that is currently used, in part, to store impounded items.

4.11.1.3 Project Area History and Background

In 1923, the low-lying tidelands of Alamitos Bay were dredged of more than 7 million cubic yards (cy) of sand, silt, and mud to create the Bay, Marine Stadium, and Colorado Lagoon. Since the water body development, the area has been utilized for recreational and competitive rowing and diving, including various Olympic events.

Marine Stadium was officially engineered and constructed for use in the 1932 Olympic Games. Marine Stadium is unique in its design, accommodating four competing rowing teams in one heat. During the 1932 Olympic Games, the United States rowing team won the gold medal in Marine Stadium.

In 1955 the Second Street Bridge (also referred to as the Davies Bridge) was constructed over the boating channel, which changed the original dimensions of Marine Stadium, effectively eliminating it as a venue for the 1984 Olympic Games. The Marina was also formed in the 1950s, when portions of the bay were dredged to form a circular waterway and the existing basins and boat slips were constructed.

In 1968, the City remodeled Marine Stadium for the Olympic rowing and canoeing team trials and constructed the current boathouse. The boathouse that was used during the 1932 Olympics still remains (located on the southeast corner of E. Colorado and Neito Avenue); however, it has been extensively remodeled and is not listed as a historical landmark.

Alamitos Bay Marina (Marina) was opened in the late 1950s and early 1960s and is comprised of eight basins located throughout Alamitos Bay containing 1,997 boat slips. The existing dock and slip facilities in the Marina were developed 50+ years ago, when the average length of recreational boating slips was shorter and narrower than current boater demand.

In 1999 the City of Long Beach Planning Commission recommended the completion of an Alamitos Bay Master Plan, which was completed and adopted in July 2001 (included in Appendix H). As part of the process, discussion regarding the rebuild of the Alamitos Bay Marina ensued, which included discussion of slip mix. Popular opinion was that the Marina should continue to be recognized as a small craft Marina, and as such, should include slips as small as 20 ft. The Alamitos Bay Master Plan did not include specific slip mix recommendations, but did initiate the evaluation of slip mix in the Marina. At that time City staff coordinated with California Coastal Commission (CCC) staff to discuss the Master Plan and the future slip mix. As a result, the proposed project's slip mix reflects a Marina that contains approximately 25 percent slips 25 ft and less (20 ft and 25 ft), 39 percent slips 30 ft and less (20 ft, 25 ft, and 30 ft), 58 percent slips 35 ft and less (20 ft, 25 ft, 30 ft, and 35 ft), and 81 percent slips 40 ft and less.

The proposed project consists of a number of improvements to the existing Marina and includes the following: (1) dredging the Marina basins down to original design depths and/or original basin depths; (2) replacing and/or upgrading 13 restrooms along with their associated water and sewer laterals; (3) repairing the sea wall where necessary to reestablish the rock revetment along the slope to the basin floor; (4) completing dock and piling replacement, including installation of 1,646 slips, resulting in the loss of approximately 321 slips; and (5) replacing the pavement in the Marina's parking lots. The project includes two construction staging areas: one located in a parking lot on Marina Drive near Basin 2; and the second staging area would be located in a parking lot on Marina Drive near Basin 3, adjacent to the Marina Shipyard. Each of these project components is described in greater detail in Section 3.0, Project Description.

4.11.1.4 Other Marina Facilities Provided by the City

In addition to the Alamitos Bay Marina, the City's Department of Parks, Recreation, and Marine own and operate two other Marina facilities, as listed below.

- **Shoreline Marina:** The Shoreline Marina is located between the Queen Mary and the Long Beach Convention Center in downtown Long Beach. The Shoreline Marina opened in 1982 and has 1,764 slips for recreational boaters.
- **Rainbow Harbor/Marina:** Rainbow Harbor/Marina is located next to the Aquarium of the Pacific, in downtown Long Beach and has 87 slips for commercial/recreational

vessels, (12) 150 ft docks for commercial vessels, and a 200 ft long dock for day guests. All guest mooring is first come, first serve.

4.11.2 REGULATORY SETTING

4.11.2.1 California Coastal Act

The Recreation Policies contained in Article 3 of the California Coastal Act (Coastal Act) are intended to provide protection for suitable ocean front land to be used for recreational purposes as well as maintaining upland areas to support coastal recreation uses, where feasible. The policies prioritize water-oriented recreational activities and encourage increased recreational boating use of coastal waters by developing support facilities. The policies also place priority on the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industries.

4.11.2.2 City of Long Beach Open Space and Recreation Element

The Long Beach City Council adopted the most recent Open Space and Recreation Element of the General Plan on October 15, 2002. The project site is currently designated as a “Special Use Park” because of the Lagoon’s swimming amenity. There are several Goals/Objectives, Policies, and Programs in the Element that are applicable to the proposed project, as listed below:

- Provide the recreational resources the public wants. (Goals/Objectives 4.4)
- Make all recreation resources environmentally friendly and socially and economically sustainable. (Goals/Objectives 4.5)
- Create additional recreation open space and pursue all appropriate available funding to enhance recreation opportunities. (Open Space and Recreation Element, Policy 4.1)
- Fully maintain public recreation resources. (Goals/Objectives 4.7)
- Provide access to recreation resources for all individuals in the community. (Goals/Objectives 4.10)
- With the help of the community, plan and maintain park facilities at a level acceptable to the constituencies they serve. (Open Space and Recreation Element, Policy 4.6)
- Give special consideration to handicapped and disadvantaged residents in accessing public recreation resources. (Open Space and Recreation Element, Policy 4.13)

4.11.2.3 City of Long Beach Parks, Recreation, and Marine Strategic Plan

The City Department of Parks, Recreation and Marine developed a Departmental Strategic Plan in February 2003. The Departmental Strategic Plan assessed recreation needs and objectives citywide. There are several strategies in the Plan that apply to the proposed project, as listed below:

- Focus on improving the level of safety within City Parks and Recreational Facilities. (Strategy 7, page 45)
- Focus on improving the condition of Department parks and recreational facilities. (Strategy 8, page 54)
- Establish lifetime use opportunities. Recreation programs and facilities will be designed to develop and serve a lifetime user through active, passive, and educational experiences. (Strategy 9, page 62)
- Improve and modernize marina condition, infrastructure, and amenities. (Strategy 18, page 75)
- Improve the level of safety within City marinas. (Strategy 20, page 75)

4.11.3 METHODOLOGY

The analysis in this section addresses issues relating to recreation facilities and the provision of recreation opportunities and services that may be affected by the proposed project. Impacts to recreational facilities in and around Alamitos Bay Marina were determined by comparing goals and policies adopted in the Coastal Act, the City's General Plan Open Space and Recreation Element, and the City Department of Parks, Recreation and Marine Strategic Plan with the proposed improvements within the Marina.

4.11.4 THRESHOLDS OF SIGNIFICANCE

In accordance with CEQA, recreation impacts are assessed primarily based on the physical effects of the proposed project on existing recreation facilities in the project vicinity. In addition, the project is analyzed relative to any adverse physical effects on the environment that might result from implementation of the proposed project. The impact significance criteria used for this analysis are based primarily on Appendix G of the State CEQA Guidelines. The proposed project may have a significant impact on the environment if the project would:

- Increase demand on the City Department of Parks, Recreation, and Marine's services and facilities beyond its capacity, thereby accelerating or leading to substantial physical deterioration of existing recreation facilities; or

- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

4.11.5 IMPACTS AND MITIGATION MEASURES

The following impacts of the proposed project have been identified based on project characteristics and the significance thresholds defined above. This discussion focuses on potential recreational impact issues. Other issues related to and affecting adjacent and on-site recreational facilities are discussed in the applicable EIR sections such as air quality, noise, traffic/parking, and aesthetics.

4.11.5.1 Less Than Significant Impacts

The following impacts that could result from implementation of the proposed project were evaluated and determined to be less than significant.

Increased Demand on Existing On-Site Facilities. The objective of the project is to renovate the existing Marina facilities that are 50+ years old and have physically deteriorated over time. The primary goal of the proposed project is to renovate the docks and slips, seawall, utilities, parking areas, and restroom facilities that are in a physical state of decline, thereby extending the Marina's useful life and improving the safety for recreational users. In addition, the proposed project incorporates the Americans with Disabilities (ADA) access requirements for recreational facilities, thereby increasing accessible coastal recreation opportunities. The project would also improve navigation and safety throughout the Marina basins by dredging to the original design and/or basin depths.

The Marina Rehabilitation Project would also accommodate changes in the boating needs of the public by providing longer average slip lengths. The dock and slip facilities were developed 50+ years ago, when the average length of recreational boating slips was shorter and narrower than current boater demand. One of the objectives of the proposed project is to eliminate the vacancy trends in the 20 ft and under slip category and meet the demand for larger slips. According to the Marine Bureau, vacancies in the 20 ft and under category historically run between 100 and 200 slips; currently there is a 4-year waiting list for the 50 ft slips, a 6-year waitlist for the 60 ft slips, an 8-year waitlist for the 70 ft slips, and a 7-year waitlist for the 80 ft slips.

As discussed above, during preparation of the Alamitos Bay Master Plan, a discussion regarding the slip mix for the rebuild of the Alamitos Bay Marina ensued. Popular opinion was that the Marina should continue to be recognized as a small craft Marina and as such should include slips as small as 20 ft. Although the Alamitos Bay Master Plan did not include

specific slip mix recommendations, City staff coordinated with CCC staff at that time to discuss the Master Plan and the future slip mix. As a result of those discussions, the proposed slip mix reflects a Marina that contains approximately 25 percent slips 25 ft and less (20s and 25s), 39 percent slips 30 ft and less (20s, 25s, and 30s), 58 percent slips 35 ft and less (20s, 25s, 30s, and 35s), and 81 percent slips 40 ft and less. These are cumulative percentages of slip sizes, meaning that each range of slip sizes includes the cumulative total of all boats in that range and smaller.

The proposed project proposes a total of approximately 1,646 slips and would result in a loss of 321 slips, primarily in the smaller slip sizes (30 ft and smaller). However, the City of Long Beach has made an assurance to its Alamitos Bay Marina customers that they will not be forced out of the Marina due to the project, even if the City has to put a small vessel in a larger slip until a small slip is available. In order to ensure that this guarantee can be met, the City started an “attrition program” approximately 2 years ago that holds open slips that would not be replaced with the rebuild. As of the date of this EIR, there are 1,430 customers in the Marina, so there would be a slip for every customer once the renovations are complete. However, should the number of correctly sized slips not be available at project completion, those customers would be placed in alternate slips until the appropriately sized slips become available.

These project components would improve the physical condition of the existing recreational facility and increase the Marina’s value as a recreational resource by making the facility better suited to meet existing needs and future boating trends. The proposed project would result in a decrease in capacity and would not increase demand on existing facilities within the Marina. Therefore, because the proposed project would not increase capacity and is not anticipated to increase use of the existing on-site facilities, impacts related to the increased demand on, or capacity of, those existing facilities is considered less than significant, and no mitigation is required.

Increased Demand on Alamitos Bay Recreational Facilities. As discussed above, the proposed Marina improvements are not anticipated to result in any substantial increased use of the Marina facilities. Similarly, the proposed project is not anticipated to result in increased usage of other recreational amenities or activities in the bay, including: beaches, boat launches, park areas, and Marine Stadium.

As stated above, the project would result in the loss of 321 slips, primarily from the smaller slip sizes. However, according to the Marine Bureau, vacancies in the 20 ft and under category historically run between 100 and 200 slips while, currently, there is a waiting list ranging from 4 to 8 years for slips in the 50 ft and over categories. The Marina expects the vacancy trend in the smaller slip sizes to continue. In addition, the City of Long Beach has made an assurance to its Alamitos Bay Marina customers that they will not be forced out of

the Marina due to the project, even if the City has to put a small vessel in a larger slip until a small slip is available. In order to ensure that this guarantee can be met, the City started an “attrition program” approximately 2 years ago that holds open slips that would not be replaced with the rebuild. During construction, all displaced Marina tenants will be accommodated at other available slips in the Marina or at the temporary dock, included as part of the proposed project. This will ensure that there is not an increased demand or impact on other recreational facilities, including other marinas, boat storage facilities, or boat launch facilities. Additionally, as part of the renovation in the Basin 4 (Phase 1 of the construction schedule) parking lots, approximately 23 dry storage spaces for 30 ft and under boats will be created.

The proposed project would not substantially affect any of the existing off-site, adjacent recreational uses and activities such as surrounding City, County and State parks. The Marina Rehabilitation project does not include residential development or other factors that would increase employment nor increase the permanent population that would utilize the existing recreational facilities in the project vicinity. Hence, the proposed project would not increase demand on City Department of Parks, Recreation, and Marine services and facilities beyond existing capacity or preclude the use of any existing recreation facilities in the project vicinity. Therefore, the proposed project would have less than significant impacts related to increased demand on existing parks and recreation facilities, and no mitigation is required.

Construction (Short-Term) Impacts on Recreation. Short-term construction-related effects have the potential to result from development of the proposed improvements. Components that have the potential to affect on-site uses at the Marina during construction include: dredging the Marina basins, improvements to the restrooms, dock and piling replacement, and parking lot replacement.

Implementation of the proposed project would occur in a 12-phase program, extending over approximately 6 years. Each basin would be dredged after removal of the docks and slips within that respective basin. Sea wall repair would occur as necessary within each phase. Rehabilitation of the restroom facilities and the parking lot replacement would be completed after installation of all dock facilities and related utilities. In order to accommodate the Marina operations, no more than 1 ac of parking lot pavement area would be replaced at any one time (see Mitigation Measure 4.2-4 in Section 4.0, Air Quality). Additionally, Mitigation Measure 4.12-1 (see Section 4.12, Traffic and Circulation) requires that a Construction Area Traffic Management Plan be implemented to ensure that construction activities do not impact the ongoing use of the recreational facilities at the project site and in the project vicinity. The current number of parking spaces in the Marina basin parking lots exceeds the City’s parking requirements by more than 1,000 spaces. With implementation of the Construction Management Plan and limits to the amount of parking area being disturbed, construction

activities are expected to have less than significant impacts on access to the existing recreational facilities. No additional mitigation is required.

In addition, as stated above, the proposed project includes a temporary dock to accommodate displaced boaters during construction activities. All displaced Marina tenants will be accommodated at other available slips in the Marina or at the temporary dock. Therefore, proposed project construction would have less than significant impacts on recreation activities.

Therefore, even though construction activities would occur in the Marina during implementation of the project, the use of the project area for recreational activities would not be adversely impacted during the construction phases of the project. Hence, the proposed project would not result in significant short-term construction use impacts, and no mitigation is required.

Operational (Long-Term) Impacts on Recreation Facilities. The proposed project would result in improvements to the existing recreation facilities on site. The primary goal of the proposed project is to renovate the docks and slips, seawall, utilities, parking areas, and restroom facilities that are in a physical state of decline, thereby extending the Marina's useful life and improving safety for recreational users. The Marina has not been completely dredged since its original opening; the proposed dredging of the Basins will greatly increase navigation and safety, as well as contribute to better water quality conditions due to the increased depths and tidal flushing. Planned improvements, including filters installed in the storm water basins, will also contribute to better water quality conditions. Additionally, the project encourages recreation and boating use by providing upgraded ADA-compliant facilities, increasing accessible coastal recreation opportunities.

The proposed project would result in the addition of 9 parking spaces, for a total supply of 2,524 spaces. Based on the proposed number of slips, 23 ADA-accessible parking spaces are required and will be provided. The overall number of spaces provided at project completion exceeds the City's requirements by 1,289 spaces; therefore, access to recreational facilities would not be adversely affected.

The rebuild will result in 1,646 slips. As of the date of this DEIR, there are 1,430 customers in the Marina, so there would be a slip for every customer once the renovations are complete. However, should the number of correctly sized slips not be available at project completion, the City would place those customers in alternate slips until the appropriately sized slips become available.

Although the number of slips would decrease, the proposed project would not adversely impact other recreational opportunities in the project area. The proposed project would

eliminate the historic and present vacancy trends in the 20 ft and under slip category and meet the demand for larger slips, as discussed above. By designing the Marina for long-term trends in the boating industry, recreational boating will be encouraged. In addition, all current customers in the Marina will continue to have a slip once the proposed project is implemented. Therefore, no long-term impacts related to operation of the Marina are anticipated, and no mitigation is required.

California Coastal Act Policies. Several provisions of the Coastal Act pertain to recreational facilities in the Coastal Zone. As discussed in Section 4.8 (Land Use), the proposed project must be approved as part of a Coastal Development Permit (CDP) issued by the CCC prior to project construction. An application for a CDP will be submitted following certification of the EIR and approval of the Alamitos Bay Marina Rehabilitation Project by the City. Each applicable Coastal Act policy and its consistency with the proposed project is outlined on Table 4.8.A in Section 4.8, Land Use. As stated in the analysis for the project's consistency with Coastal Act recreation policies, renovation of the docks, restrooms, and parking areas shows a commitment by the City to the long-term use of this area as a water-oriented recreational facility. In addition, the project will upgrade the existing Marina facilities and provide additional access through the installation of new ADA-compliant facilities. A brief discussion is included here as it relates specifically to recreation policies.

Coastal Act Article 1 contains general policies and is not applicable to a recreation discussion. Similarly, Article 5 (Land Resources), Article 6 (Development), and Article 7 (Industrial Development) are not applicable to the recreational component of the project.

The following sections of the Coastal Act pertain to recreational facilities and are applicable to the proposed project:

Coastal Act Article 2, Public Access:

- *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs, and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. (Coastal Act Section 30210)*
- *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. (Coastal Act Section 30213)*

The remaining policies contained in Article 2 address new development, distribution of development, and implementation of public access policies, and are not applicable to the discussion of the project's potential recreational impacts.

Coastal Act Article 3, Recreation:

- *Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses. (Coastal Act Section 30220)*
- *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. (Coastal Act Section 30221)*
- *Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land. (Coastal Act Section 30224)*

The remaining policies contained in Article 3 address new development, coastal aquaculture, and upland areas, and are not applicable to the discussion of the project's potential recreational impacts.

Coastal Act, Article 4, Marine Environment:

- *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. (Coastal Act Section 30230)*
- *Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate*

substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry. (Coastal Act Section 30234)

- *The economic, commercial, and recreational importance of fishing activities shall be recognized and protected. (Coastal Act Section 30234.5)*

The remaining policies contained in Article 4 address biological productivity, water quality, hazardous materials, diking, alteration of the natural shoreline, water supply, and flood control, and are not applicable to the discussion of the project's potential recreational impacts.

As discussed in detail in Section 4.8, the proposed project is consistent with Coastal Act Sections regarding recreation resources. Proposed project elements that ensure compatibility with Coastal Act policies include the following:

- The proposed project provides for enhanced public access through rehabilitation of the Marina's access facilities, including docks and gangways. The project includes installation of ADA-compliant facilities, including ramp access to the docks, thereby increasing public access and improving public safety (Coastal Act Section 30224).
- The proposed project would enhance the existing water-oriented recreational activities of the Bay and Marina facilities. The proposed project, which is adjacent to the ocean and ocean front land, would enhance the existing recreational uses of the Bay and Marina (Coastal Act Section 30224).
- The proposed project would renovate the existing Marina facilities and enhance the existing recreational boating facilities within the Bay. The project does not involve any changes in land use or other issues that would preclude boating (Coastal Act Section 30221).
- The proposed project would accommodate changes in the needs of boaters, including slight increases in the average slip length. The dock and slip facilities were developed 50+ years ago when the average length of recreational boats was shorter and boats were narrower. Although there would be a loss of smaller slip sizes, all existing customers in the Marina are guaranteed a slip once the project is completed. In addition, the project includes 23 additional dry storage spaces in Basin 4. The Marina facilities would provide increased recreational opportunities because the renovated facilities would facilitate continued public use within the Coastal Zone (Coastal Act Sections 30221 and 30224).
- The Marina renovation and improvement would provide continued support for water-dependent business opportunities in the Bay (Coastal Act Sections 30234 and 30234.5).

As indicated above, the policies within Chapter 3 of the Coastal Act are intended to provide protection for suitable ocean front lands to be used for water-oriented and recreational purposes. The proposed project is consistent with the intent of these policies. The project consists of the improvement of the existing water-oriented recreational and visitor serving facilities within the Marina. In addition, the proposed project would further increase public recreational opportunities by providing facilities that satisfy ADA requirements. Therefore, based on the above discussion, the proposed project is considered consistent with Coastal Act policies, and impacts are considered less than significant. No mitigation measures are required.

City of Long Beach General Plan, Open Space and Recreation Element. As listed previously in Section 4.11.2, there are several Goals/Objectives, Policies, and Programs in the Element that are applicable to the proposed project. The proposed project is consistent with the Element's objectives and policies because the project would continue and enhance the existing recreation and open space uses within the project site. Specifically, the proposed project would renovate the existing Marina facilities, thereby enhancing the existing recreational boating facilities to continue meeting the recreation needs of existing and future residents. Implementation of the proposed project would make the project site (which is a recreation area) environmentally friendly and sustainable, and protect the existing recreation resource. The proposed project does not change the existing types of recreational and/or open space on site. The existing Marina-related recreation uses have been ongoing at the site for 50+ years, and the proposed project would therefore be consistent with the existing marine and water-related recreational uses on site. In addition, the project encourages boating use by providing upgraded ADA facilities in response to the diverse recreation interests of the citizens.

As detailed above, the proposed project does not conflict with the City's Open Space and Recreation Element. Therefore, no adverse impacts would result, and no mitigation measures are required.

The City Department of Parks, Recreation and Marine Strategic Plan. As listed previously in Section 4.11.2, there are several Strategies in the Plan that are applicable to the proposed project. The proposed project is consistent with the Plan's Strategies because the project would continue and improve the existing recreation uses within the project site. The proposed project includes renovations to existing facilities within the Marina and does not preclude any existing recreational facility or recreational activities currently available in the Marina. The project would improve and modernize the condition of the Marina and its supporting infrastructure; would dredge the Marina's basins to the original design depths and/or original basin depths to provide safe navigation throughout the Marina; provide upgraded ADA compliant facilities to improve the level of safety and access at the facility;

and would extend the useful life of the facilities, including active, passive, and educational experiences. Therefore, the proposed project is consistent with the City's Department of Parks, Recreation, and Marine Strategic Plan Strategies listed above, and impacts are considered less than significant. No mitigation measures are required.

4.11.5.2 Potentially Significant Impacts

No potentially significant impacts were identified, and no mitigation is required.

4.11.6 CUMULATIVE IMPACTS

The cumulative study area for recreation impacts is the City of Long Beach. Implementation of the proposed project will result in an increase in the quality and safety of the recreation resources on site by replacing deteriorating facilities. All of the existing recreational uses on site will be retained. The project will maintain existing coastal access for the public, which will serve local and regional visitors, further enhancing the existing public recreational opportunities.

Implementation of the proposed project would result in the loss of 321 slips, primarily in the smaller slip size categories. Although this could contribute to a cumulative loss of smaller slips for boat owners, all Marina customers will continue to have a slip once the project is implemented. In addition, vacancies in the 20 ft and under category historically run between 100 and 200 slips, while there is a wait list for slips 50 ft and larger. Alamitos Bay Marina would continue to provide the Marina facilities in demand by recreational boaters and would not cumulatively contribute to the loss of such facilities. Therefore, the proposed project will positively contribute to recreation amenities in Alamitos Bay and would have no potential cumulatively considerable impacts on such resources.

In addition, the proposed project does not include any residential housing or increased employment opportunities that would increase the population in the City. Therefore, the proposed project would not, with any other planned or proposed projects, cumulatively contribute to the increased use of or need for additional or expanded recreational facilities in the City. Based on these factors, the proposed project would not contribute to adverse cumulative impacts related to recreation when combined with other foreseeable projects that are planned or expected to occur in Long Beach or the region. Implementation of the Alamitos Bay Marina Rehabilitation Project is therefore considered to have less than significant cumulative impacts related to recreational resources.

4.11.7 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No potentially significant impacts to recreational resources have been identified and no mitigation is required. Therefore, there are no significant unavoidable adverse impacts of the proposed project related to recreational resources.