

1 **4.4 RECREATION**

2 This section addresses a variety of offshore and onshore recreational activities that
3 could be impacted by the Proposed Project. Recreational facilities and activities in the
4 region are described in Section 4.4.1. The impacts of the Proposed Project on
5 recreational activities are evaluated, and the need for mitigation is discussed in Section
6 4.4.4. Alternatives to the Proposed Project are analyzed in Section 4.4.5.

7 **4.4.1 Description of Resource/Environmental Setting**

8 Southern California residents derive enjoyment from active and passive recreational use
9 of the natural and semi-natural areas in the coastal environment. The mild climate and
10 the attractions of the ocean and environs draw many people to the coast in the vicinity
11 of the Proposed Project.

12 Generally, the land uses along the coastline are public beaches, marinas, and/or
13 harbors. MCB Camp Pendleton has 18 miles (29 km) of coastline and prohibits public
14 access to the beach. Inland from the immediate coastline, the land use pattern is
15 typically mixed with residential and supporting commercial uses (City of San Clemente
16 1992a).

17 **Recreation Facilities**

18 A wide variety of public facilities are available for recreation in the vicinity of the
19 Proposed Project. Those nearest to the shore have the potential to be affected by the
20 proposed activities (Figure 4.4-1). A list of public parks and their proximity to the project
21 site is provided in Table 4.4-1.

22 **California State Parks**

23 The California State Park system includes two coastal state beaches that are located in
24 the vicinity of the Proposed Project: San Clemente State Beach to the north, and
25 San Onofre State Beach on either side of SONGS Unit 1. These parks are managed by
26 the CDPR for their ecological and recreational values. The uses at San Onofre State
27 Beach are primarily swimming, surfing, and camping. The most popular uses of
28 San Clemente State Beach include swimming, hiking, camping, and surfing.

- 1 Figure 4.4-1 Local Beaches in Project Vicinity
- 2

1 **Table 4.4-1. Public Parks within 5 Miles (8 km) of the Proposed Project**

Park Name	Distance from Project (miles)	Direction	Park Type
San Onofre State Beach			
Surf Beach	0.5	northwest	Beach
Trestles Beach	2.0	northwest	Beach
San Mateo Campground	2.75	north-northwest	Campground
Bluffs Campground	0.5	southeast	Campground
Camp Pendleton Green Beach	1.0	northwest	Military Beach
San Clemente City Beaches			
Cotton's Point	2.5	west-northwest	Beach
Church's	1.5	west-northwest	Beach
San Clemente State Beach	3.25	northwest	Beach
San Clemente City Parks			
San Luis Rey Park	3.25	north-northwest	City Park
Calafia Park	3.5	northwest	City Park
Vista Bahia Park	3.5	north-northwest	City Park
San Clemente Municipal Golf Course	3.5	north-northwest	Golf Course
Leslie Park	4.3	northwest	City Park
Parque Del Mar	5.0	northwest	City Park

2

3 **San Onofre State Beach**

4 San Onofre State Beach features 3.5 miles (5.6 km) of sandy beaches on over 3,000
5 acres (1,214 ha) of land. Access is provided via a beach access road, a 1.5-mile
6 (2.4-km) trail, and six 0.25-mile-long (0.4-km) trails cut into the bluff above the beach.
7 The park includes a marshy area where San Mateo Creek meets the shoreline and
8 Trestles Beach. San Onofre State Beach is composed of four subunits. The four
9 subunits are open year-round and from north to south include San Mateo Campground,
10 Trestles Beach and San Mateo Wetlands Natural Preserve, San Onofre Surf Beach,
11 and San Onofre Bluffs Campground.

12 *San Mateo Campground* is a recently constructed campground where visitors can hike,
13 bike, and relax. Camping features include 69 sites with tables and fire rings.
14 Interpretive campfire programs are offered throughout the summer at San Mateo's
15 200-seat campfire center. The campground also has a self-guided nature trail. A
16 1-mile-long (2-km) scenic trail leads from the new San Mateo Campground to Trestles
17 Beach surfing area, renowned as one of the best surfing spots in the United States.

1 *Trestles Beach* is an undeveloped beach parcel offering sunbathing, swimming, and
2 some surfing. Upper Trestles is situated immediately north of the outlet of San Mateo
3 Creek. Lower Trestles is located just south of the outlet of San Mateo Creek. Often
4 more crowded than Upper Trestles, Lower Trestles is the site of professional and
5 amateur surfing competitions. Access to the beach is provided via the 1.5-mile (2.4-km)
6 trail from Cristianitos Road, by walking along the coast from San Onofre Surf Beach to
7 the south, or by walking from San Clemente State Beach to the north. The trail passes
8 the San Mateo Wetlands Natural Preserve. The Preserve offers good bird-watching
9 during spring and early summer months.

10 South of Trestles Beach and north of Surf Beach is a beach restricted for use by MCB
11 Camp Pendleton only (not a part of San Onofre State Beach). This beach is not open
12 for public use, as discussed further below.

13 *Surf Beach* provides a 1.3-mile (2.1-km) area in which to swim, surf, play volleyball, or
14 sunbathe. The beach is popular with swimmers and surfers and offers day-use parking,
15 picnic tables, barbecues, fire rings, drinking water, showers, and restrooms. There is
16 also a tide pool, which, at low tide, is a popular destination. South of Surf Beach is
17 SONGS Units 1, 2, and 3.

18 *Bluffs Campground* is a developed campground located on a 3-mile (5-km) portion of
19 the abandoned coastal highway above San Onofre State Beach. The Bluffs provides an
20 unspoiled, undeveloped coastline view. The campground offers 221 recreational
21 vehicle and tent camping sites with restrooms, cold outdoor showers, three areas with
22 public telephones, and nearby tables and fire rings. The transcontinental bike route
23 runs through the camp. A coastal trail along the beach in front of SONGS Units 1, 2,
24 and 3 provides coastal access for the public between the beaches north and south of
25 SONGS, connecting Surf Beach on the north with Bluffs Campground and beach on the
26 south.

27 San Clemente State Beach

28 Located in Orange County, north of MCB Camp Pendleton and San Onofre State
29 Beach, San Clemente State Beach consists of 110 acres (45 ha) of beach and upland
30 area with 1 mile (2 km) of coastline. The beach and the upland areas are separated by
31 70 feet (21 m) of sandstone cliff. Most of the improvements at the site are located on
32 top of the bluff overlooking the ocean. Facilities provided include 157 family campsites
33 with barbecues and fire rings, one 50-person group campsite, 60 picnic sites,
34 restrooms, showers, and nature trails. There are approximately 200 day-use parking

1 spaces available. San Clemente State Beach is popular with surfers, campers, hikers,
2 and swimmers.

3 **MCB Camp Pendleton**

4 MCB Camp Pendleton is a classified military base, and admittance is restricted. A
5 number of recreation facilities on MCB Camp Pendleton are restricted for use by active
6 duty and retired military personnel and their dependents. Del Mar Basin and the beach
7 surf zone are located within these restricted areas. The 18 miles (29 km) of MCB Camp
8 Pendleton shoreline have four color designations: Green Beach, Red Beach, White
9 Beach, and Blue Beach. Green Beach, adjacent to San Onofre State Beach, has
10 cottages and campsites available for rent by active military and retired personnel. Del
11 Mar Basin contains the Del Mar Marina Aquatics Office, the Santa Margarita Sailing
12 Clubhouse, and a sportfishing dock. Offshore areas at MCB Camp Pendleton are open
13 to commercial fishing and recreational boating when not in use for military operations.
14 Red Beach is also available, when not in military training use, during weekends and
15 holidays to permit holders. San Onofre State Beach is located entirely within the
16 geographic boundary of MCB Camp Pendleton and is leased from the base by C DPR
17 (SWDIV 2001).

18 **Harbors**

19 Many of the offshore recreationists who use the offshore area in the project vicinity,
20 including boaters, fishermen, sailors and SCUBA divers, access the area from nearby
21 harbors. Harbors provide boat ramps and storage slips, fuel, and tourist information,
22 which are important to the offshore recreation in the area. Aside from the Del Mar
23 Basin, discussed above, the closest harbors in the project vicinity are Oceanside Harbor
24 and Dana Point Harbor.

25 Dana Point Harbor is located approximately 10 miles (16 km) northwest of the project
26 area and is the closest harbor access point to the project area. The harbor is a full-
27 service facility offering a marina with 2,500 vessel slips, 50 guest slips for transiting
28 boats, a 10-lane launch ramp, dry boat storage, fishing pier, shipyard, marine fuel dock,
29 three yacht clubs, and a recreational sport fishing business (Dana Point Harbor 1997).
30 The recreational sport fishing business also offers whale watching tours during the
31 appropriate seasons. The Orange County Marine Institute is located at Dana Point
32 Harbor and provides daily cruises to the public to observe marine life offshore.

33 Oceanside Harbor, located approximately 15 miles (24 km) south of the project site,
34 accommodates a variety of private and commercial vessels, as well as

1 marine-associated businesses and restaurants. For the recreational boater and
2 sportfisher, the harbor offers 900 permanent slip rentals, 50 guest slips, a fuel dock, and
3 a four-lane launch ramp. It is home to the Oceanside Yacht Club and includes a
4 recreational beach with fire rings, picnic and barbecue areas, sand volleyball courts,
5 and children's play area. Both commercial fishing and charter fishing boats operate
6 from the harbor. Whale watching and dive boat cruises are also available. The harbor
7 was created by construction of a breakwater that was completed in 1963, and
8 Oceanside Harbor is home to the U.S. Coast Guard Cutter Point Hobart.

9 The harbor facilities at Newport Harbor and the Port of Long Beach to the north are also
10 used to access the project vicinity (Hughes 1997). Newport Harbor is 35 miles (56 km)
11 north of the project area and the Port of Long Beach is located approximately 50 miles
12 (81 km) north of the project area.

13 **Recreational Activities**

14 Most recreational activities along the shore are water oriented. The California Coastal
15 Act states that coastal areas suited for water-oriented recreational activities should be
16 protected for such uses, including the following:

- 17 • coast-dependent recreation - Activities that require a coastal location, e.g., ocean
18 swimming, surfing, SCUBA diving, fishing, boating, beach activities, and nature
19 study; and
- 20 • coast-related recreation - Coastal activities that also occur inland,
21 e.g., picnicking, bicycling, walking, jogging, and camping.

22 Common recreational activities in the vicinity of the Proposed Project include coast-
23 dependent uses such as boating, diving, fishing, surfing, beach activities, sea kayaking,
24 and swimming. Coast-related recreational activities in the area include camping,
25 picnicking, walking, and scenic and wildlife observation. Families and individuals in the
26 area often spend the day or the weekend at the beach engaged in the following
27 activities.

28 Beach Activities

29 Recreationists enjoy a variety of activities on the sandy beaches near the project site.
30 Sunbathing is a popular summertime activity, as are beach combing, volleyball, walking,
31 jogging, picnicking, tidepooling, diving, and swimming. During the colder winter months,
32 recreationists enjoy wildlife viewing, jogging, and walking along the beach.

1 SCUBA Diving

2 There is very little SCUBA diving off the sandy beaches near San Onofre. Most good
3 SCUBA diving locations are found at least 1/3 mile (0.5 km) offshore; therefore, most
4 divers access the diving sites by boat from Dana Point, Newport, and Long Beach
5 harbors. The majority of the boats are privately owned, but some commercial operators
6 charter dive trips to the nearby San Mateo Rocks, 5 miles (8 km) north of the project
7 site. The diving conditions are typically murky with low visibility at the project site, and
8 SCUBA divers do not utilize the project area.

9 Camping

10 Overnight camping facilities are located at San Onofre State Beach. Many families
11 spend the evening camping and the daytime playing on the beach. The campground is
12 often full during the summer months between Memorial Day and Labor Day weekends.
13 Camping also occurs at San Clemente State Beach further to the north.

14 Boating

15 The types of vessels used in the project vicinity include sailboats, motor boats, and sea
16 kayaks. Jet skis are not common in the project area because the closest access point
17 is Dana Point Harbor and most jet skis do not have the fuel tank capacity to reach the
18 project area from Dana Point Harbor.

19 Recreational Fishing

20 Sport fishing is a popular year-round activity in the offshore area, involving the use of
21 private vessels and commercial passenger-carrying fishing vessels. Most fishing
22 vessels that use the project area depart from Dana Point, Oceanside, Newport, and
23 Long Beach harbors. Weekends and summer days are the busiest times for the sport
24 fishing recreationists, but some private vessels utilize the area at all times of the year.

25 The majority of the recreational fishing in the project vicinity occurs from vessels, not
26 from shore, and most boat fishing occurs at the San Mateo kelp bed, approximately 3.5
27 miles (5.6 km) north of the project site, where bass are common. Sand bass and calico
28 bass are the primary target species, with some bonita and yellow tail caught in this area.

29 Some onshore recreational fishing occurs at San Onofre State Beach; however, most
30 onshore fishing occurs farther north off of San Clemente Pier.

1 Surfing

2 Surfing is a popular sport constituting a large portion of the recreational use in the
3 project vicinity. The coastline adjacent to the SONGS Unit 1 site offers some of the
4 highest-quality surfing conditions in California. Trestles Beach and San Onofre Surf
5 Beach are major destinations for surfers.

6 The following is a description of the surfing locations in the project vicinity. Much of this
7 information is derived from *The Surf Report, A Journal of Worldwide Surfing*
8 *Destinations* (1995) and from Cleary and Stearn (1977).

9 *San Clemente State Beach*, between Calafia and San Mateo Point, picks up most
10 swells but generally does not offer high-quality surfing waves.

11 *Cotton's Point* is located at the north end of San Mateo Point on the Orange/San Diego
12 County line. Cotton's Point has less consistent surf and is often less crowded.

13 *Trestles Beach* is considered "one of the premier point breaks in California" (Surf Report
14 Magazine 1995) and is a very popular destination for all kinds of surfers. The breaks on
15 the point can be very crowded, especially during summer months. Upper Trestles can
16 be surfed at all tides on any swell, while Lower Trestles is often the site of professional
17 and amateur surf competitions. The relatively more difficult access to Trestles Beach
18 results in surfers being the almost exclusive users of these beaches.

19 *Church's* is located south on the point from Lower Trestles and is often crowded. Many
20 of the surfers at Church's park on the north side of Surf Beach at San Onofre State
21 Beach and walk along the beach to reach the break.

22 *San Onofre Surf Beach* is limited to day use. Surf Beach offers one of the best long
23 board surfing waves in California and is especially popular on summer swells.
24 San Onofre is equally popular among experienced surfers and beginners. There are
25 several separate breaks along the beach, including the popular The Point and Old
26 Man's. The Point is located on the northern end of the beach and has beachbreak-like
27 surf. Old Man's is the classic longboard break of southern California. Located in the
28 middle of Surf Beach, Old Man's is very popular on summer weekends.

29 **4.4.2 Regulatory Setting**

30 The onshore recreation areas are regulated under a variety of local, State, and Federal
31 plans, policies, and laws, including the *San Clemente State Beach General*
32 *Development Plan*, the *San Onofre State Beach Revised General Plan*, the *City of*

1 *San Clemente Parks and Recreation Master Plan*, the *City of San Clemente General*
2 *Plan*, the *Orange County General Plan: Advance Planning Program Recreation*
3 *Element*, the California Coastal Act, and the Coastal Zone Management Act. All of
4 these plans and policies were reviewed to determine the Proposed Project's
5 consistency with these plans.

6 **4.4.3 Significance Criteria**

7 Impacts to local recreational opportunities would be considered significant if the
8 Proposed Project or any of the alternatives would result in the following:

- 9 • a substantial loss or diminished quality of recreational, educational, or visitor-
10 oriented opportunities, facilities, or resources;
- 11 • closure of recreational areas or facilities during disposition that would result in
12 major loss of recreational opportunities;
- 13 • potential threats to the safety of recreational users during disposition; or
- 14 • interference with coastal access or abandonment of a recreational site because
15 of project-related impacts.

16 **4.4.4 Impacts and Mitigation Measures**

17 The Proposed Project is located in an area in which a wide variety of active and passive
18 recreational activities occur. Due to the nature of the proposed operations, short-term
19 restrictions on recreational activities will be required to protect the public from project
20 activities. This section assesses these current recreational activities in the area to
21 determine if mitigation measures are required to reduce impacts to such activities.

22 There would be no long-term impacts of the Proposed Project on recreation. Once the
23 terminal structures and buoys have been removed, recreational activities would resume.
24 The project would provide a long-term recreational benefit (Class IV) by improving the
25 navigational safety of the project area. Potential short-term impacts of the Proposed
26 Project were evaluated in light of the goals of the applicable governmental plans and
27 policies and the significance criteria described above.

1 Impact REC-1: Effects of Onshore and Nearshore Activities**2 Project activities could diminish the quality, result in the closure, or threaten the
3 safety of onshore or nearshore recreational activities (Class III)**

4 The Proposed Project would involve the removal of the terminal structures, manhole
5 risers, and buoys using a crane barge, clamshell dredge, SSV, and divers; the transport
6 of the disposed materials via barge to the Port of Long Beach; and the plugging of the
7 onshore portion of the conduits. Although the majority of disposition equipment would
8 access the site via barge, the beach winch would be brought to the site along beach
9 access roads. The duration of the Proposed Project would be approximately 4 months.

10 The large crane barge used to remove the terminal structures would be stationed at the
11 end of the structures, 3,200 feet (975 m) and 2,600 feet (793 m) from shore. The
12 Proposed Project would install a beach winch to maneuver the SSV. People on the
13 beach, and from some view points on the bluffs, would be able to see the vessels and
14 the beach winch and may be able to hear various disposition activities (see assessment
15 of noise impacts in Section 4.9). These project activities would not prevent the public
16 from continuing any beach or other onshore recreational activities. The quality of the
17 recreational experience would not be significantly diminished as a result of the
18 Proposed Project.

19 The public, either on the beach, or swimming or surfing, would not be at risk during the
20 planned activities due to the distance of these operations from Surf Beach,
21 approximately 0.5 miles (0.8 km) to the north. The closest vessel position would occur
22 during the setting and retrieval of the barge anchors and during SSV removal of the
23 manhole risers. These project activities would be beyond the surf break. The
24 temporary, indirect impact on nearshore and onshore recreational activities would not
25 result in the closure of any recreational areas, diminish the quality of recreational
26 activities, or interfere with coastal uses. Therefore, the short-term impact of the
27 Proposed Project on people using the beaches and other onshore or nearshore
28 recreational activities would not be significant (Class III). No mitigation is required.

29 Impact REC-2: Effects on Boaters**30 Project activities could pose a safety hazard for recreational boaters (Class III)**

31 The terminal structures and buoys are existing potential nearshore obstacles that
32 boaters traveling along the coast must avoid. During the period of removal and
33 disposition, the presence of the work vessels would represent additional obstacles to be
34 avoided. Avoidance of the structure and the vessels would not be difficult, due to the

1 high visibility of the vessels involved and the proximity to shore. Therefore, the short-
2 term impacts on boaters would not be significant (Class III); however, the following
3 preventative measure will be implemented to lessen potential effects.

4 Preventative Measure for Impact REC-2: Effects on Boaters

5 **PM REC-2. Coast Guard Advisory.** Prior to any disposition activities, the
6 U.S. Coast Guard shall be notified so that project information can
7 be included in the Local Notice to Mariners (LNM) to advise
8 boaters that could pass near the area of the activity.

9 Rationale for Measure

10 The U.S. Coast Guard issues LNM's on a monthly basis with weekly supplements
11 categorized by District Boundaries. As of April 1, 2004, LNM's are available online only.
12 These advisories contain information on the locations, times, and details of activities
13 that may pose hazards to mariners. Including details of the disposition project on the
14 LNM's would ensure that boaters in the area have been advised of the activities in order
15 for potential hazards to be avoided.

16 **Impact REC-3: Effects of Excluding Other Uses**

17 **Project activities could interfere with coastal recreational activities (Class III)**

18 Two potential public recreational activities in the vicinity of the terminal structures are
19 recreational fishing and diving, although the area of the terminal structures is not
20 presently considered to be attractive for either of these activities. During the work, the
21 public (recreational fishermen and divers) would be excluded from the area for safety
22 concerns (the use of heavy equipment and anchoring). However, there are much better
23 locations with easier access and/or more satisfactory experience for these activities
24 within a few miles of the Proposed Project. Therefore, the short-term impacts on
25 recreational fishing and diving would not be significant (Class III).

26 Preventative Measure for Impact REC-3: Effects of Excluding Other Uses

27 PM REC-2 would apply to this impact.

28 Table 4.4-2 summarizes the recreation mitigation and/or preventative measures.

1 **Table 4.4-2. Summary of Recreation Impacts and Mitigation/Preventative Measures**

Impact	Mitigation/Preventative Measures
REC-1: Effects of Onshore and Nearshore Activities	No mitigation required
REC-2: Effects on Boaters	No mitigation required; PM REC-2. U.S. Coast Guard Local Notice to Mariners Advisory
REC-3: Effects of Excluding Other Uses	No mitigation required; PM REC-2. U.S. Coast Guard Local Notice to Mariners Advisory

2

3 **4.4.5 Impacts of Alternatives**

4 The potential impacts of alternatives were evaluated in light of the goals of the
5 applicable governmental plans and policies, and the significance thresholds defined in
6 Section 4.4.3. Like the Proposed Project, the alternatives would have only short-term
7 impacts.

8 **4.4.5.1 Complete Removal of Conduits Alternative**

9 The Complete Removal of Conduits Alternative would require the removal of all
10 materials associated with the intake and discharge conduits of SONGS Unit 1. This
11 alternative would be divided into two major activities: onshore work and offshore work.

12 **Impact REC-ALT-1: Effects on Onshore and Nearshore Activities**13 **Activities could diminish the quality, result in the closure, or threaten the safety**
14 **of onshore or nearshore recreational activities (Class I)**

15 The onshore disposition activities would involve construction of a 300-foot-long (91-m)
16 trestle, which would extend perpendicularly from the beach, with a crawler crane
17 mounted on the trestle to excavate and remove the buried conduits. All trucks,
18 equipment, material, the crane, and workers would access the project site via the
19 access road through Surf Beach. A temporary pedestrian walkway along the beach in
20 front of SONGS Unit 1 would be installed as part of this alternative. This would allow
21 public access to continue parallel to the SONGS Unit 1 seawall during disposition
22 activities.

23 The offshore portion of the disposition activities would have a much longer effect on
24 recreational activities (12 months) than would the Proposed Project during the dredging
25 and removal of the offshore portions of the conduits.

1 The Complete Conduit Removal Alternative would have direct, adverse impacts on
2 onshore and nearshore activities at Surf Beach. The public, both on the beach and
3 while swimming or surfing, would be inconvenienced during complete removal activities
4 due to the proximity of equipment. All recreational activities would have to be excluded
5 from the immediate project area. The activities associated with this alternative would
6 occur for a much longer duration, with a large volume of concrete material (3,000 CY
7 [2,294 m³]) being removed via truck through Surf Beach. Onshore construction would
8 substantially diminish the quality of recreational activities on the south end of Surf
9 Beach. This would represent a short-term, Class I impact that could not be mitigated.
10 There would also be indirect impacts on recreation due to the increased onshore traffic
11 and noise at the site, which are discussed in Sections 4.6 and 4.9, respectively.

12 The 12-month removal period would adversely affect the peak summer period for beach
13 use. If onshore activities were suspended from June 15 through September 15, the
14 direct effects on recreation could be avoided; however, this mitigation measure is not
15 feasible for two reasons: the summer season is most desirable for removal activities to
16 avoid winter storms; and suspending activities during the summer would require two
17 mobilization and demobilization periods. Therefore, this impact would be significant and
18 unavoidable (Class I).

19 **Impact REC-ALT-2: Effects on Boaters**

20 **Alternative activities could pose a safety hazard for recreational boaters (Class III)**

21 The effects on boating activities would be similar for this alternative as with the
22 Proposed Project; however, the activities would occur for a much longer duration (12
23 months). Avoidance of the terminal structures and the vessels would not be difficult,
24 due to the high visibility of the vessels involved and the proximity to shore. Therefore,
25 the short-term impacts on boaters would not be significant (Class III).

26 Preventative Measure for Impact REC-ALT-2: Effects on Boaters

27 PM REC-2 would apply to this impact.

28 **Impact REC-ALT-3: Effects of Excluding Other Uses**

29 **Alternative activities could interfere with coastal recreational activities (Class III)**

30 The effects on other activities, such as recreational fishing and diving, would be the
31 same for this alternative as with the Proposed Project; however, the impacts would
32 occur for a much longer duration (12 months). There are much better locations with

1 easier access and/or more satisfactory experience for fishing and diving within a few
2 miles. Therefore, the short-term impacts on these activities would not be significant
3 (Class III).

4 Preventative Measure for Impact REC-ALT-3: Effects of Excluding Other Uses

5 PM REC-2 would apply to this impact.

6 **4.4.5.2 Removal of Nearshore Portions of Conduits Alternative**

7 The Removal of Nearshore Portions of Conduits Alternative would involve a similar
8 scope as the Complete Removal Alternative; however, the conduits would only be
9 removed to a distance of approximately 300 feet (91 m) offshore. The Gerwick report
10 described two subalternatives. One subalternative would remove the terminal
11 structures; the second subalternative would leave both vertical structures in place.

12 **Impact REC-ALT-4: Effects on Onshore and Nearshore Activities**

13 **Activities could diminish the quality, result in the closure, or threaten the safety**
14 **of onshore or nearshore recreational activities (Class II).**

15 The effects on onshore and nearshore activities would essentially be the same for this
16 alternative as for the Complete Conduit Removal Alternative but for a shorter duration
17 (9 months). This would represent a short-term, Class II impact that would require
18 mitigation. There would also be indirect impacts on recreation due to the increased
19 onshore traffic and noise at the site, which are discussed in Sections 4.6 and 4.9,
20 respectively.

21 Mitigation Measure for Impact REC-ALT-4: Effects on Onshore and Nearshore 22 Activities

23 **REC-ALT-4. Peak Usage Avoidance.** The extended time table of this
24 alternative would adversely affect the peak summer period for
25 beach use. If onshore activities were suspended from June 15
26 through September 15, the direct effects on recreation could be
27 avoided.

28 Rationale for Mitigation

29 Summer is a peak time period for beach recreational activities. Postponing the start of
30 the activities until after the summer period would reduce the impacts associated with
31 beach recreation activities to less than significant by avoiding the majority of

1 beachgoers, campers, and surfers. Avoiding the summer months would, however,
2 require activities to occur during the winter storms. The winter storms would create
3 hazards associated with slippery surfaces and rough water movement. High winds
4 would also be a hazard to disposition activities.

5 **Impact REC-ALT-5: Effects on Boaters**

6 **Activities could pose a safety hazard for recreational boaters (Class III or Class II)**

7 For both subalternatives, the short-term impact of denying access for boaters would be
8 the same as discussed for the Proposed Project. Avoidance of the terminal structures
9 and the vessels would not be difficult, due to the high visibility of the vessels involved
10 and the proximity to shore. Therefore, the short-term impacts on boaters would not be
11 significant (Class III).

12 Preventative Measure for Impact REC-ALT-5: Effects on Boaters

13 PM REC-2 would apply to this impact.

14 Under the subalternative that would retain the terminal structures, which would
15 represent a Class II impact. The buoys would remain as navigational markers for the
16 long term, and boaters would need to continue to avoid the buoys and terminal
17 structures (**Class II**).

18 Mitigation Measure for Impact REC-ALT-5: Effects on Boaters

19 **REC-ALT-5. Buoy Maintenance.** For the subalternative, a long-term
20 maintenance program shall be developed and implemented for the
21 continued upkeep of the marker buoys.

22 Rationale for Measure

23 The impact on boaters associated with avoiding the marker buoys would be less than
24 significant; therefore, mitigation for this impact is not required to reduce the impact.
25 However, a buoy maintenance program would be a best management practice that
26 would ensure the proper upkeep of the buoys and ensure that they would not pose a
27 hazard in the future.

1 **Impact REC-ALT-6: Effects of Excluding Other Uses**

2 **Activities could interfere with coastal recreational activities (Class III)**

3 The effects on other activities, such as recreational fishing and diving, would be the
4 same for this alternative as with the Proposed Project; however, the duration of impact
5 would be longer. There are much better locations with easier access and/or more
6 satisfactory experience for fishing and diving within a few miles of the area. Therefore,
7 the short-term impacts on these activities would not be significant (Class III).

8 Preventative Measure for Impact REC-ALT-6: Effects of Excluding Other Uses

9 PM REC-2 would apply to this impact.

10 **4.4.5.3 Crush Conduits and Remove Terminal Structures Alternative**

11 The activities associated with this alternative would be similar to those resulting from the
12 Complete Removal of Conduits Alternative. However, instead of removing the conduits,
13 the crawler crane working on the onshore trestle would crush the conduits in place
14 using a drop chisel-shaft. Therefore, this alternative would not require any truck trips
15 through the Surf Beach parking area to remove concrete debris.

16 **Impact REC-ALT-7: Effects on Onshore and Nearshore Activities**

17 **Activities could diminish the quality, result in the closure, or threaten the safety** 18 **of onshore or nearshore recreational activities (Class II).**

19 This alternative would have the same effects on onshore and nearshore activities as the
20 Complete Conduit Removal Alternative; however, the duration of project activities would
21 be shorter, with fewer truck trips through the Surf Beach parking area. This would
22 represent a short-term, Class II impact that would require mitigation. There would also
23 be indirect effects on recreation due to the increased onshore traffic and noise at the
24 site, which are discussed in Sections 4.6 and 4.9, respectively.

25 Mitigation Measure for Impact REC-ALT-7: Effects on Onshore and Nearshore 26 Activities

27 MM REC-ALT-4 would apply to this impact.

1 Impact REC-ALT-8: Effects on Boaters**2 Activities could pose a safety hazard for recreational boaters (Class III)**

3 The effects on boating activities from the Crush Conduits and Remove Terminal
4 Structures Alternative would be the same as for the Proposed Project. Avoidance of the
5 terminal structures and the vessels would not be difficult, due to the high visibility of the
6 vessels involved and the proximity to shore. Therefore, the short-term impacts on
7 boaters would not be significant (Class III).

8 Preventative Measure for Impact REC-ALT-8: Effects on Boaters

9 PM REC-2 would apply to this impact.

10 Impact REC-ALT-9: Effects of Excluding Other Uses**11 Activities could interfere with coastal recreational uses (Class III)**

12 The effects on other activities, such as recreational fishing and diving, would be the
13 same as for the Proposed Project. There are much better locations with easier access
14 and/or more satisfactory experience for fishing and diving within a few miles of the area.
15 Therefore, the short-term impacts on these activities would not be significant (Class III).

16 Preventative Measure for Impact REC-ALT-9: Effects of Excluding Other Uses

17 PM REC-2 would apply to this impact.

18 4.4.5.4 Artificial Reef Alternative

19 This alternative would implement many of the components of the Proposed Project;
20 however, the cut up sections of concrete removed from the terminal structures would
21 remain permanently on the seafloor. This would create a larger artificial reef around the
22 existing rock riprap, or at another approved artificial reef site in the nearby coastal
23 waters. No dredging would be required, and the nearshore portions of the conduits
24 would not be plugged.

25 Impact REC-ALT-10: Effects on Onshore and Nearshore Activities**26 Activities could diminish the quality, result in the closure, or threaten the safety
27 of onshore or nearshore recreational uses (Class III)**

28 This alternative would have even less of an effect on onshore and nearshore
29 recreational activities than the Proposed Project since the beach winch would not be

1 utilized in the removal of the manhole users. The short-term impact of the Artificial Reef
2 Alternative on people using the beaches and other onshore recreational activities would
3 not be significant (Class III). Therefore, no mitigation is required.

4 **Impact REC-ALT-11: Effects on Boaters**

5 **Activities could pose a safety hazard for recreational boaters (Class III)**

6 The effects on boating activities from the Artificial Reef Alternative would be the same
7 as for the Proposed Project. Avoidance of the structure and the vessels would not be
8 difficult, due to the high visibility of the vessels involved and the proximity to shore.
9 Therefore, the short-term impacts on boaters would not be significant (Class III).

10 Preventative Measure for Impact REC-ALT-11: Effects on Boaters

11 PM REC-2 would apply to this impact.

12 **Impact REC-ALT-12: Effects of Excluding Other Uses**

13 **Activities could interfere with coastal recreational uses (Class III)**

14 During the activities associated with the Artificial Reef Alternative, recreational
15 fishermen and divers would still be excluded from the area; however, upon completion
16 of this alternative, the artificial reef would provide a more appealing location for these
17 activities. There are much better locations with easier access and/or more satisfactory
18 experience for recreational fishing and diving within a few miles of the Proposed Project.
19 Therefore, the short-term impacts on these activities would not be significant (Class III).

20 Preventative Measure for Impact REC-ALT-12: Effects of Excluding Other Uses

21 PM REC-2 would apply to this impact.

22 **4.4.5.5 No Project Alternative**

23 The No Project Alternative would leave the existing conduits and their associated
24 terminal structures and marker buoys in their current state. There would be no short-
25 term impacts associated with the No Project Alternative because no activities would
26 occur.

27 **4.4.6 Cumulative Impacts**

28 The following discussion analyzes the contribution of the Proposed Project to
29 cumulative effects on recreational opportunities. The analysis addresses the effects of

1 the Proposed Project in connection with the potential effects of other current and
2 probable future projects. The analysis will determine whether any project contribution to
3 adverse effects should be considered significant in light of the severity of impacts from
4 other cumulative projects in the vicinity.

5 The majority of the activities for the Proposed Project would occur offshore in the vicinity
6 of the terminal structures. No other past, present, or reasonably foreseeable projects
7 have been identified for the offshore area near the structures.

8 None of the reasonably foreseeable projects at MCB Camp Pendleton would result in
9 significant cumulative impacts on recreation when considered in combination with the
10 Proposed Project. The consolidation of several wastewater treatment plants and the
11 construction of a new tertiary treatment facility would not affect water quality at the site.
12 In fact, that project would improve water quality in the coastal region by eliminating
13 several less effective treatment plants. In addition, the new treatment plant would be
14 located several miles south of SONGS.

15 As described above, no significant cumulative impacts to recreational opportunities
16 would occur.

17 **4.4.7 References**

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28 Hughes, Lynn. 1997. Marine Safety and Recreation Manager, City of San Clemente.
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- 1 Southwest Division Naval Facilities Engineering Command. 2003. Environmental
- 2 Impact Statement for the Advanced Amphibious Assault Vehicle, Marine Corps
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