

1 **3.16 RECREATION**

RECREATION	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2 **3.16.1 Environmental Setting**

3 The Project includes the installation and operation of replacement cables and electrical  
 4 systems from onshore at the existing LFCPF to the offshore Platforms Harmony and  
 5 Heritage. The LFCPF property is a gated facility and includes no recreational or public  
 6 access. However, the existing buried cable corridor is located beneath and adjacent to  
 7 several recreational areas. From the LFCPF, the existing cable corridor crosses under  
 8 U.S. Highway 101 (a major recreational transportation route), and the UPRR tracks via  
 9 underground tunnel. Once past the crossings, the cable corridor crosses an existing  
 10 recreational bike path that links El Capitan and Refugio SBs and Parks (located  
 11 approximately 0.60 mile to the west and 1.25 miles to the east, respectively). From the  
 12 buried south face of the tunnel (north of bike path), the cables are buried in conduits  
 13 under the shoreline and into the ocean. The existing cable corridor does not hinder  
 14 recreational use of the beaches or bike path nor does it hinder access to these areas.

15 **3.16.2 Regulatory Setting**

16 3.16.2.1 Federal and State

17 Federal and State laws and regulations pertaining to this issue area and relevant to the  
 18 Project are identified in Table 3.16-1.

**Table 3.16-1. Laws, Regulations, and Policies (Recreation)**

<b>U.S.</b>	CZMA (see Table 1.3).	
CA	Coastal Act Chapter 3 policies (see also Table 1-3)	Coastal Act Chapter 3 policies applicable to this issue area are: <ul style="list-style-type: none"> <li>• Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</li> <li>• Section 30221. 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.</li> </ul>

		<ul style="list-style-type: none"> <li>• Section 30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.</li> <li>• Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.</li> <li>• Section 30224. 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.</li> </ul>
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1 3.16.2.2 Local

2 Under the Coastal Act, local governments are required to prepare a Local Land Use  
 3 Plan which contains information regarding the protection of local coastal resources  
 4 including recreation. In general, the SBC Coastal Land Use Plan regulates recreational  
 5 issues including new development in areas of recreational use and providing access to  
 6 coastal beach areas.

7 **3.16.3 Impact Analysis**

8 ***a) Would the project increase the use of existing neighborhood and regional***  
 9 ***parks or other recreational facilities such that substantial physical deterioration***  
 10 ***of the facility would occur or be accelerated?***

11 ***b) Does the project include recreational facilities or require the construction or***  
 12 ***expansion of recreational facilities which might have an adverse physical effect***  
 13 ***on the environment?***

14 **a) and b). Less than Significant with Mitigation.** The majority of the onshore work is  
 15 located on private property zoned M-CR, coastal-related industry and would therefore  
 16 not impact adjacent recreational areas (El Capitan SB and campground, and Refugio  
 17 SB). The Project is a replacement-in-kind, and following construction will not require  
 18 additional personnel or development for support. As such, no permanent impacts would  
 19 result. Temporary impacts to recreational resources would be limited to construction  
 20 activities only.

21 Onshore work off of private property would be limited to accessing the tunnel via a  
 22 manhole on the south side of U.S. Highway 101. Access to the manhole would be  
 23 gained via a bike path which connects El Capitan SB to Refugio SB. Currently, the bike  
 24 path is closed due to a minor landslide located approximately 130 feet (40 m) east of  
 25 the cable corridor; however, the public continues to use the path in the Project area for  
 26 walking and biking. Equipment would be brought in by an all-terrain vehicle, and staged

1 along the bike path. Equipment to be brought along the bike path would include an all-  
2 terrain vehicle, generator, air blower, safety equipment, and proofing equipment. There  
3 is an existing vehicle turn-around area at the southern tunnel access point; therefore,  
4 none of the necessary equipment and vehicles needed to access the manhole would  
5 block the bike path. However, the staging of equipment and subsequent work activities  
6 would necessitate a closure of the vehicle turn-around area approximately 130 feet (40  
7 m) west of its current terminus at the landslide. Barricades will be set up on the north  
8 side of the turn-around area when work activities are occurring at the tunnel manhole  
9 and approximately 10 feet of path will be available for the public to use to cross at this  
10 location (refer to Figure 3.16-1). When no work activities are occurring at the tunnel  
11 manhole, essentially all of the equipment will be removed. During an on-site meeting  
12 between ExxonMobil and State Park Ranger Eric Hjelstrom on June 24, 2014, Mr.  
13 Hjelstrom concurred that the area for the equipment would not block access on the bike  
14 path to the public. Due to the temporary nature of Project staging and construction  
15 activities, impacts to recreational access along the bike path will be less than significant.

16 A State Parks Temporary Use Permit may be required to use the bike path. Impacts  
17 would be expected to be greater if the Project extends into the summer months, when  
18 there is significantly more recreational traffic along the bike path. In accordance with  
19 **MM REC-1: Recreation Public Safety Measures**, during any time that the south tunnel  
20 access manhole is open, safety barriers shall be erected in the immediate area to  
21 ensure public safety. In addition, speed limits for vehicle traffic along the bike path shall  
22 be adhered to pursuant to State Parks rules implemented for public safety. Signs shall  
23 be posted alerting cyclists and pedestrians to Project-related work being conducted  
24 along the bike path when access to the tunnel is required. Notices shall be posted at  
25 least 24 hours prior to any vehicle access. In addition, **MM REC-2: Pre- and Post-**  
26 **Construction Inspections** will require ExxonMobil to submit photo-documentation of  
27 the physical condition of the bike path at the work area before and after access to the  
28 south manhole tunnel. Following the implementation of mitigation measures, the  
29 impacts are not expected to be significant.

30 **MM REC-1: Recreation Public Safety Measures.** ExxonMobil shall adhere to the  
31 following conditions to avoid impacts related to public safety during Project  
32 construction:

- 33 • During any time that the south tunnel access manhole is open, safety barriers  
34 shall be erected in the immediate area to ensure public safety. In addition,  
35 speed limits for vehicle traffic along the bike path shall be adhered to  
36 pursuant to State Parks rules implemented for public safety.
- 37 • In order to ensure public safety, signs shall be posted alerting cyclists and  
38 pedestrians to Project-related work being conducted along the bike path when  
39 access to the tunnel is required. Notices shall be posted at least 24 hours  
40 prior to any vehicle access.



Figure 3.16-1. Recreational Access

1       **MM REC-2: Pre- and Post-Construction Inspections.** ExxonMobil shall submit  
2       photo-documentation of the physical condition of the bike path at the work area  
3       before and after access to the south manhole tunnel. ExxonMobil shall be  
4       responsible for any maintenance or repair work necessary, if there is evidence of  
5       damage during construction. ExxonMobil shall coordinate with El Capitan and  
6       Refugio State Parks for pre- and post-construction inspections.

7       The offshore portion of the Project has the potential to temporarily impact recreational  
8       boating activities and the quality of existing recreational activities (El Capitan and  
9       Refugio SBs) due to the presence of increased construction and support vessels.  
10      Nearshore work would require several months to complete. However, based on the  
11      temporary nature of the Project, impacts are less than significant.

#### 12      **3.16.4 Mitigation Summary**

13      ExxonMobil has proposed the following mitigation measures to mitigate impacts to  
14      recreational resources to the maximum extent feasible:

- 15       • MM REC-1: Recreation Public Safety Measures.
- 16       • MM REC-2: Pre- and Post-Construction Inspections.