CALIFORNIA COASTAL COMMISSION
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Staff:	Charles Posner - LB
Staff Report:	12/23/2010
Hearing Date:	January 13, 2011
Commission Action:	

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-10-263

APPLICANT: City of Long Beach Department of Parks, Recreation and Marine

AGENTS: Mark Sandoval, City of Long Beach Marina Manager
Glenn A. Estrella, Transystems Corporation
Susan McCabe & Anne Blemker, McCabe and Company

PROJECT LOCATION: Alamitos Bay (205 Marina Drive), City of Long Beach

PROJECT DESCRIPTION: Alamitos Bay Marina Rehabilitation Project. Renovation of existing public marina facilities, including replacement of all docks and piles in Basins 1 through 7 (1,967 existing slips replaced by 1,625 new slips), repair of seawalls, installation of a temporary 200-foot long dock, maintenance dredging, construction of a 10,500 sq. ft. eelgrass mitigation site in Marine Stadium, renovation of three restrooms and replacement of ten restrooms, parking lot improvements, and landscaping.

LOCAL APPROVAL: Site Plan Review and Local Coastal Development Permit No. 0801-08, 2/2/10.

SUMMARY OF STAFF RECOMMENDATION

The proposed development is situated on State Tidelands within the Commission's original permit jurisdiction. Staff is recommending that the Commission **APPROVE** a coastal development permit for the proposed development with special conditions relating to the protection of recreational boating opportunities, public access, water quality, and the marine resources of Alamitos Bay. The recommended conditions require the permittee to: survey the marina for eelgrass and caulerpa toxic algae prior to the start of dredging and construction, implement noise reduction measures if bird nests exist within 500 feet of the construction area, implement construction and post-construction BMPs (Best Management Practices) to protect water quality, develop and implement a water quality management plan for the marina, provide additional dry dock storage areas for smaller boats, assume the risks of the development, and comply with the requirements of the resource agencies. The special conditions begin on Page Four.

See Page Three for the motion necessary to carry out the staff recommendation. The applicant agrees with the recommendation.

STAFF NOTE:

Pursuant to Section 30519 of the Coastal Act, development located within the Commission's area of original jurisdiction requires a coastal development permit from the Commission. The Commission's area of original jurisdiction includes tidelands, submerged lands, and public trust lands, whether filled or unfilled. The proposed project is situated on submerged lands and filled tidelands within the Commission's area of original jurisdiction. The Commission's standard of review for the proposed development in its area of original jurisdiction is the Chapter 3 policies of the Coastal Act. The City of Long Beach certified LCP is advisory in nature and may provide guidance.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Long Beach certified Local Coastal Program (LCP), July 22, 1980.
2. Environmental Impact Report for the Alamitos Bay Marina Rehabilitation Project (SCH No. 2008041028), certified February, 2, 2010.
3. Local Coastal Development Permit No. 0801-08, 2/2/10.
4. Coastal Development Permit Amendment 5-02-316-A (City of Long Beach, Downtown Shoreline Marina Renovation).
5. Coastal Development Permit 5-97-342 (City of Long Beach – Basin 8).
6. Coastal Development Permit 5-93-353 (City of Long Beach – Basin 7, U.S. Sailing Ctr.).
7. Coastal Development Permit 5-08-187 (City of Long Beach, Tree Trimming and Tree Removal on Tidelands).
8. Coastal Development Permit 5-08-356/Consistency Determination CC-004-09 (City of Long Beach, Beach Nourishment and Disposal of Material Dredged from Queensway Bay and Alamitos Bay).
9. Slip Mix Position Paper – Alamitos Bay Marina, City of Long Beach (Mark Sandoval), September 2010 (Exhibit #7).
10. U.S. Army Corps of Engineers File No. SPL-2009-00348-KW.
11. Eelgrass Surveys for the Alamitos Bay Marina Rehabilitation Project, Long Beach, by Coastal Resources Management, Inc., September 2007 and October 2008.
12. Eelgrass Field Survey, Impact Assessment, and Mitigation Plan for the Alamitos Bay Marina Renovation Project, Long Beach, by Coastal Resources Management, Inc., December 15, 2007, revised October 1, 2009.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution to **APPROVE** the coastal development permit application with special conditions:

MOTION: *"I move that the Commission approve Coastal Development Permit 5-10-263 pursuant to the staff recommendation."*

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

I. Resolution: Approval with Conditions

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

1. Permit Compliance

Coastal Development Permit 5-10-263 permits only the development expressly described and conditioned herein. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions. Any deviation from the approved plans must be submitted for review by the Executive Director to determine whether an amendment to this coastal development permit is required pursuant to the requirements of the Coastal Act and the California Code of Regulations. No changes to the approved development shall occur without a Commission amendment to this coastal development permit or a new coastal development permit, unless the Executive Director determines that no amendment or new permit is required.

2. Revised Plans

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, two sets of revised project plans that incorporate the following revisions:

A. Provision of in-slip sewage pump-out facilities for all new slips in the project.

B. The construction of additional dry boat storage areas (minimum capacity of 100 twenty-foot long boats) in the vicinity of Basins 2 and 3, seaward of Marina Drive.

C. Provision of at least 164 trailered vessel stalls between the northeast bank of Marine Stadium and Boathouse Lane.

The permittee shall undertake the development in compliance with the final plans approved by the Executive Director.

3. Caulerpa Taxifolia Pre-Construction Survey

A. No earlier than ninety days nor later than thirty days prior to commencement or re-commencement of any development authorized under this coastal development permit (the "project"), the permittee shall undertake a survey of the project area and a buffer area at least ten meters beyond the project area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey shall include a visual examination of the substrate.

B. The survey protocol shall be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Game, and the National Marine Fisheries Service.

C. Within five business days of completion of the survey, the permittee shall submit the survey for the review and approval of the Executive Director; and to the Surveillance Subcommittee of the Southern California Caulerpa Action Team (SCCAT). The SCCAT Surveillance Subcommittee may be contacted through William Paznokas, California Department of Fish & Game (858/467-4218) or Robert Hoffman, National Marine Fisheries Service (562/980-4043).

D. If *Caulerpa taxifolia* is found within the project or buffer areas, the permittee shall not proceed with the project until: 1) the permittee provides evidence to the Executive Director that all *C. taxifolia* discovered within the project and/or buffer area has been eliminated in a manner that complies with all applicable governmental approval requirements, including but not limited to those of the California Coastal Act, or 2) the permittee has revised the project to avoid any contact with *C. taxifolia*. No revisions to the project shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. Eelgrass Mitigation Program

A. Eelgrass Mitigation Site. The applicant-proposed eelgrass mitigation site in Marine Stadium shall be constructed and ready to receive transplanted eelgrass prior to the commencement of dredging in areas where eelgrass exists. All eelgrass found in the areas to be dredged shall be transplanted to the eelgrass mitigation site prior to the commencement of each phase of dredging. Subject to the potential for further mitigation of eelgrass as indicated in Section C of this condition, the City shall at a minimum mitigate the eelgrass impacts by constructing the 10,500 square foot eelgrass mitigation site in Marine Stadium. The construction, implementation and monitoring of the proposed eelgrass mitigation project shall be carried out in conformance with the Eelgrass Field Survey, Impact Assessment, and Mitigation Plan for the Alamitos Bay Marina Renovation Project, prepared by Coastal Resources Management, Inc. (December 15, 2007, revised October 1, 2009).

B. Pre-Construction Eelgrass Survey. For each phase of dredging, and for the construction of the eelgrass mitigation site, the permittee shall complete a valid pre-construction eelgrass (Zostera marina) survey during the period of active growth of eelgrass (typically March through October). Each pre-construction survey shall be valid until the next period of active growth. Each survey shall be prepared in full compliance with the "Southern California Eelgrass Mitigation Policy" Revision 8 (except as modified by this special condition) adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Game. The permittee shall submit each eelgrass survey for the review and approval of the Executive Director within five (5) business days of completion of each eelgrass survey and in any event no later than fifteen (15) business days prior to commencement of any development. As proposed, all direct impacts to eelgrass shall be mitigated at a minimum ratio of 1.2:1 (mitigation:impact) at the proposed eelgrass mitigation site in Marine Stadium in accordance with the Southern California Eelgrass Mitigation Policy.

C. Post Construction Eelgrass Survey for the Eelgrass Mitigation Site. If any eelgrass is identified in the project area by the survey required in Section B of this condition above, within one month after the conclusion of construction, the permittee shall survey the project site to determine if any eelgrass was adversely impacted. The survey shall be prepared in full compliance with the "Southern California Eelgrass Mitigation Policy" Revision 8 (except as modified by this special condition) adopted by the National Marine Fisheries Service and shall be prepared in consultation with the

California Department of Fish and Game. The permittee shall submit the post-construction eelgrass survey for the review and approval of the Executive Director within thirty (30) days after completion of the survey. If any eelgrass has been impacted, the permittee shall replace the impacted eelgrass at a minimum 1.2:1 ratio on-site (at the proposed eelgrass mitigation site in Marine Stadium) in accordance with the Southern California Eelgrass Mitigation Policy. All direct impacts to eelgrass shall be mitigated at a minimum ratio of 1.2:1 (mitigation:impact). The exceptions to the required 1.2:1 mitigation ratio found within SCEMP shall not apply.

5. Construction and Pile Driving Noise Level Restrictions

By acceptance of this authorization for development, the permittee agrees to retain the services of a qualified independent biologist or environmental resources specialist with appropriate qualifications acceptable to the Executive Director, to conduct a biological survey of the trees within 500 feet of project site prior (within seven days) to the commencement of demolition and construction activities, and once a week upon commencement of demolition and construction activities that include use of heavy equipment that can cause excessive noise, odors, or vibrations (e.g., pile driving). The environmental resource specialist shall be directed to conduct the survey in order to determine the presence of black-crowned night herons, great blue herons, snowy egrets, or other sensitive species within 500 feet of the work site and immediately report the findings of the survey to the permittees and the Executive Director of the Coastal Commission.

In the event that the environmental specialist reports any black-crowned night herons, great blue herons, snowy egrets, or other sensitive species exhibiting reproductive or nesting behavior within 500 feet of the work site, the following restrictions shall apply:

A. Construction noise reduction measures such as sound shields made from plywood or sound-board or molded sound shields shall be used and measures shall be taken to minimize loud noise generation to the maximum feasible extent during construction. Permanent lighting shall be shielded and directed downward. Bright upward shining lights shall not be used during construction and construction employees shall not bring pets (e.g. dogs and cats) to the construction site.

B. Noise generated by construction (including, but not limited to, pile driving) shall not exceed 85 dB at any active nesting site within 500 feet of project site for black-crowned night herons, snowy egrets, great egrets, great blue herons, raptors, or other sensitive species. If construction noise exceeds 85 dB, then alternative methods of pile driving (including, but not limited to, vibratory pile driving, press-in pile placement, drilling, dewatered isolation casings, etc.) or other sound mitigation measures (including, but not limited to, sound shielding and noise attenuation devices) shall be used as necessary to achieve the required dB threshold levels. If these sound mitigation measures do not reduce noise levels, construction within 500 feet of the nesting trees shall cease and shall not recommence until either new sound mitigation can be employed or nesting is complete.

6. Protection of Marine Resources

In order to minimize adverse environmental impacts and the unpermitted deposition, spill or discharge of any liquid or solid into Alamitos Bay, the permittee shall implement the following demolition, staging, and construction best management practices:

A. Silt curtains will be utilized to control turbidity during removal and placement of piles.

B. Floating booms shall be maintained around the project site in order to capture floating debris during all demolition and construction phases.

C. Where permitted, disturbance to the ocean bottom and intertidal areas shall be minimized.

D. Machinery or construction materials not essential for project improvements are prohibited at all times in the subtidal or intertidal zones.

E. Prior to demolition, mollusks (clams, snails, etc.), echinoderms (sea stars, urchins, sea cucumbers), arthropods (crabs, etc.) and other native marine animals found on the piles and docks to be removed from the project site shall be relocated to another part of the bay.

F. Sand from the beach, cobbles, or shoreline rocks shall not be used for construction material.

G. Netting, sandbags, tarps and/or other forms of barriers shall be installed between the water and work areas and equipment storage areas to prevent any unpermitted material from entering Alamitos Bay.

H. The storage or stockpiling of soil, silt, other organic or earthen materials, or any materials and chemicals related to the construction shall not occur where such materials/chemicals could pass into the waters of Alamitos Bay or the sea. Stockpiled fill shall be stabilized with geofabric covers or other appropriate cover. Staging and storage of construction machinery and storage of debris shall not take place on any beach.

I. Erosion control/sedimentation BMPs shall be used to control sedimentation impacts to coastal waters during project staging and demolition. BMPs shall include a pre-construction meeting to review procedural and BMP guidelines.

J. Spills of construction equipment fluids or other hazardous materials shall be immediately contained on-site and disposed of in an environmentally safe manner as soon as possible. Disposal within the coastal zone shall require a coastal development permit.

K. Construction vehicles operating at the project site shall be inspected daily to ensure there are no leaking fluids. If there are leaking fluids, the construction vehicles shall be serviced immediately. Equipment and machinery shall be serviced, maintained and washed only in confined areas specifically designed to control runoff and prevent discharges into Alamitos Bay or the sea. Thinners, oils or solvents shall not be discharged into sanitary or storm sewer systems.

L. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than fifty feet away from all storm drains, open ditches and surface waters.

M. All floatable debris and trash generated by construction activities within the project area shall be disposed of as soon as possible or at the end of each day.

N. Divers will recover non-buoyant debris discharged into coastal waters as soon as possible after loss.

O. The permittee shall dispose of all demolition and construction debris resulting from the proposed project at an appropriate location in a timely manner. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

P. Any wood treatment used shall conform with the specifications of the American Wood Preservation Association for saltwater use. Wood treated with Creosote, CCA (Chromated Copper Arsenate), or ACA (Ammoniacal Copper Arsenate) is prohibited. No wood treated with ACZA (Ammoniacal Copper Zinc Arsenate) shall be used where it could come into direct contact with the water. All treated timber shall be free of chromium and arsenic.

Q. At the end of the construction period, the permittee shall inspect the project area and ensure that no debris, trash or construction material has been left on the shore or in the water, and that the project has not created any hazard to navigation.

The permittee shall include the requirements of this condition on all plans and contracts issued for the project. The permittee shall implement and carry out the project staging and construction plan during all demolition, staging, and construction activities.

7. Parking Lot Drainage Plans

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, a drainage plan for the surface parking areas being repaved that incorporates structural and non-structural Best Management Practices (BMPs) to: a) reduce the volume of runoff leaving the parking lot site, b) control the velocity at which the runoff enters the storm water drains, and c) reduce the amount of pollutants contained in the runoff leaving the parking lot site prior to entering the storm drain system. The drainage plan shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, one-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs. The drainage plan shall incorporate, but not be limited to, the following suggested BMPs: landscaped buffers, catch basins to collect litter, trash racks or bars to filter runoff, grease and oil separators or filters which will aid in the removal of dissolved contaminants, provisions for regular scheduled cleaning of paved parking lot surfaces and catch basins at least once a year between September 15 and October 15, and maintenance of structural and non-structural BMPs as necessary. The drainage plan may

include other measures as well. The permittee shall implement the approved drainage plan on an ongoing and permanent basis in a manner consistent with the drainage plan approved by the Executive Director. In addition, any lease or operating agreement that involves the proposed parking lot shall explicitly incorporate the provisions of the drainage plan approved by the Executive Director.

8. Water Quality Management Plan

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, a detailed Water Quality/Best Management Practices (BMPs) Program for controlling adverse impacts to water quality related to long-term water-borne berthing of vessels in the marina. The plan shall be prepared by a qualified professional with expertise in the control of water quality impacts related to marinas.

A. The plan shall demonstrate that long-term water-borne berthing of vessels in the marina shall be managed in a manner which protects water quality and that persons using the marina are made aware of the rules related to boat maintenance and use. To the extent to which physical features or objects (trash containers, recycling bins) are required in the plan, an attached site plan shall show the location where these features or objects will be installed.

B. The plan shall include, at a minimum, the following components or measures:

1. Boat Cleaning Management Measures:

a. The marina shall prohibit in-water boat hull washing which does not occur by hand.
b. The marina shall prohibit in-the-water hull scraping or any process that occurs under water which results in the removal of paint from boat hulls.
c. The marina shall ensure that marina tenants, when washing boats, utilize detergents and cleaning components that are phosphate-free and bio-degradable. Amounts used shall be minimized; and,
d. The marina shall prohibit the use of detergents containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye.

2. Implementation of a solid waste reduction and recycling program including the following Solid Waste Management Measures:

a. Containers for recyclables shall be provided and sited so that they are convenient for boaters (i.e. close to the dock); and,
b. All trash and separate containers for recyclables, oil wastes, fish wastes, etc. shall be clearly marked, have the capacity to handle all waste streams, and be sited so that they are convenient for boaters (i.e. close to the dock).
c. All solid waste, including sewage, shall be properly disposed of only at appropriately designated facilities.

3. Implementation of a liquid material control program which provides and maintains appropriate storage, transfer, containment and disposal facilities for

liquid materials commonly used in boat maintenance including the following Liquid Waste Management Measures:

a. The marina shall provide a secure location to store hazardous wastes, including petroleum products, old gasoline or gasoline with water, absorbent materials, and oily rags.
b. Containers for anti-freeze, lead acid batteries, used oil and used oil filters which will be collected separately for recycling shall be provided by the marina.
c. Signage shall be placed on all regular trash containers to indicate that hazardous wastes may not be disposed of in the container. The containers shall notify boaters as to how to dispose of hazardous wastes and where to recycle certain recyclable wastes; and

4. Petroleum Control Management Measures:

The marina shall make available to boaters a service that reduces oily discharges from in-board engines. The marina's environmental policies shall encourage boaters to regularly inspect and maintain engines, lines and hoses in order to prevent oil and fuel spills. These policies shall encourage boaters to use preventive engine maintenance, oil absorbents, bilge pump-out services, or steam cleaning services as much as possible to clean oily bilge areas. The use of soaps that can be discharged by bilge pumps shall be discouraged.

5. Public Education Measures:

In addition to these specific components outlined in **Special Condition 8.B** above, the BMP program shall also include enforcement which may include eviction from the marina. The marina shall provide information about all of the measures in the BMP program through a combination of signage, tenant bill inserts and distribution of the BMP program to new tenants and each year to repeat tenants. The program shall be posted at the Harbormaster's Office/Administration Building and at all dock entrances, and be included and attached to all slip lease agreements.

9. Public Access To and Along the Waterway

The existing public walkways shall remain open for public access. The permittee and the development shall not interfere with public access and use of the public walkway situated immediately inland of the seawalls of the marina (except for the temporary disruptions that may occur during the completion of the permitted development). No gates are permitted, except at the entrance to the gangways.

10. Slip Rentals

Public slip rentals in the Alamitos Bay Marina shall continue to be based on the size of a "standard" slip, as defined in DBW standards. There shall be no charge for overhang. As proposed by the applicant, Alamitos Bay Marina shall rent a larger slip to a smaller vessel boater (only if there is not a correct size slip available and a larger slip is vacant) at the rate the smaller vessel boater would pay for a correct-sized slip.

11. Tree Trimming and Tree Removal

This coastal development permit does not authorize the trimming or removal of any trees. All tree trimming and tree removal activities shall be conducted consistent with the terms and conditions of Coastal Development Permit 5-08-187.

12. Landscaping

No plant species listed as problematic and/or invasive by the California Native Plant Society (http://www.CNPS.org/), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (http://www.cal-ipc.org/), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a "noxious weed" by the State of California or the U.S. Federal Government shall be utilized within the property.

13. Marina Inspection and Maintenance Program

Throughout the life of the development approved by this permit, the permittee shall exercise due diligence in periodically inspecting (at least once a year) the marina facility that is subject to this coastal development permit. The permittee shall immediately undertake any repairs necessary to maintain the structural integrity of the docks, pilings, over-water sewer lines, and other utility connections, prevent leaks, and to ensure that pieces of unattached plastic or other debris do not enter the environment. Over-water sewer lines, including all pipes from sewage pump-out facilities and any other pipe which leads to a sanitary sewer, shall be visually inspected at least once per month and dye- or pressure-tested at least once every year. The inspections shall be undertaken by boat, during periods of extreme low tides. All leaks shall be repaired immediately upon discovery. If the inspections confirm that the use of the plastic or other material used in the marina is harming marine resources, the use of such materials shall be stopped, and less harmful materials shall be used.

14. Resource Agencies

The permittee shall comply with all requirements, requests and mitigation measures from the California Department of Fish and Game, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

15. Assumption of Risk

By acceptance of this permit, the permittee, on behalf of a) itself; b) its successors and assigns and c) any other holder of the possessory interest in the development authorized by this permit, acknowledges and agrees: i) that the site may be subject to hazards from waves, storm waves, flooding and erosion; ii) to assume the risks to the permittee and the

property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards; and v) to agree to include a provision in any subsequent lease or assignment of the development authorized by this permit, incorporating all of the foregoing restrictions identified in i through v.

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, a copy of the standard lease document that is used for leases which incorporates all of the foregoing restrictions identified in i through v. Any changes to the standard lease document that is used for each lease shall be submitted for the review and approval of the Executive Director.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The proposed project, the Alamitos Bay Marina Rehabilitation Project, is a $100 million marina renovation project that will enhance the public recreational boating facilities in southeast Long Beach (See Exhibits). Alamitos Bay Marina is a public marina operated by the City of Long Beach Marine Bureau, which is part of the City Department of Parks and Recreation. The City of Long Beach is the applicant.

Alamitos Bay Marina commenced operations in the 1950s, and the proposed project is necessary to replace and modernize the aged infrastructure and to remove (dredge) shoaled material that poses a hazard to navigation. Most of the dock floats are in a deteriorated condition and need to be replaced. The proposed project includes the replacement of all floats and piles in Basins 1 through 7 (Exhibit #4). Basin 8 (thirty slips) is not included in the project because it was constructed seven years ago (Coastal Development Permit 5-97-342). The new dock floats are constructed off-site and will be towed to the project site in sections to be bolted together.

The proposed project also includes the repair of the marina's seawalls, dredging all seven basins, installation of a 600-foot long dock at Basin 4, construction of a 10,500 square foot eelgrass mitigation site in Marine Stadium, replacement of ten restrooms, renovation of three restrooms, parking lot improvements, and new landscaping. The landside improvements are on filled Tidelands within the Commission's original permit jurisdiction. In addition, the City has proposed to install new sewage pump-out connections at each new dock in order to provide in-slip pump-out service.

The City intends to implement the proposed marina renovation project in twelve phases over six years. Each phase would be initiated by the removal of the old floats and piles, followed by dredging and seawall repair, and then completed with the installation of new concrete piles and dock floats. The order of the project's phases, from first to last, is proposed as follows: construction of the eelgrass mitigation site in Marine Stadium, construction of the 600-foot long dock and the dredging/renovation of Basin 4, followed by Basins 1, 2 and 3; then finally Basins 5, 6 and 7. There are twelve phases because the dredging and renovation of Basins 1, 2 and 3 each involve two or more phases (Exhibit #4). The equipment storage and construction staging areas are proposed to be located in the parking lots at Basin 2 (Marina Dr.) and at Basin 3 (adjacent to the Marina Shipyard). The City has certified an EIR (Environmental Impact Report) for the proposed project, and has incorporated numerous mitigation measures into the proposal in order to minimize the adverse impacts associated with the proposed dredging and demolition and construction activities.

Basins 1 through 7 currently contain 1,967 slips. The proposed marina design will replace the 1,967 existing slips in Basins 1 through 7 with 1,625 new slips which have been designed to comply with the design standards of the California Department of Boating and Waterways (DBAW) and ADA (Americans with Disabilities Act) requirements. The proposed project would result in a loss of 342 slips, which is seventeen percent of the total number of existing slips in Basins 1 through 8 (1,997 slips). The City asserts that proposed mix of slip lengths is optimum for meeting the public's current and future anticipated recreational boating needs.

The proposed 10,500 square foot eelgrass mitigation site would be created by excavating out part of the northeast shoreline (rock revetment) of Marine Stadium (Exhibit #15). This component of the project, which is part of the first phase, is necessary to mitigate the impacts to eelgrass beds caused by the dredging associated with the proposed project. Any eelgrass found in the areas to be dredged would be transplanted to the eelgrass mitigation site. Therefore, the City has planned for the eelgrass mitigation site to be constructed before any eelgrass is impacted by dredging. Eelgrass surveys of the marina in September 2007 and October 2008 were used to estimate the amount of eelgrass that would be impacted by the proposed dredging: 1,373 square feet.

The proposed dredging component is to dredge Basins 2 through 7 to their original design depths of -10 feet MLLW, plus two feet over depth. All of the proposed dredging is maintenance dredging within existing navigable channels. Basin 1 will be dredged to its original design depths of -15 feet MLLW, plus two feet over depth. Approximately 287,120 cubic yards will be dredged over six years. The dredged matter is proposed to be disposed of offshore at LA-2, except for 41,000 cubic yards from Basin 1 which will be trucked to a contained upland disposal site at the Port of Long Beach. All of the material tested too fine to be used for beach nourishment. [Note: Pursuant to Section 30610(c) of the Coastal Act, maintenance dredging done pursuant to a U.S. Army Corps of Engineers permit is exempt from coastal development permit requirements.]

Approximately 8,250 linear feet of the marina's seawalls are proposed to be repaired as part of the project. The marina's shoreline is comprised of a vertical concrete seawall (supported by piles) with imported rocks at its base. The seawall repairs will include the reestablishment of the rock revetment at the base of the wall using rocks, concrete and grout; and, if necessary, the installation of steel soil anchors into holes that will be drilled through the existing concrete seawall (Exhibit #14). Concrete spalling and crack repairs will be conducted where needed.

The City proposes to construct a 600-foot long dock at Basin 4 next to the Long Beach Yacht Club (Exhibit #13). The long dock will be used to provide temporary docking space for vessels that are displaced while their respective basins are being dredged and renovated. A 200-foot long segment of the long dock will be removed at the end of the project, as this 200-foot long segment will no longer be needed once the proposed marina renovation is complete. The proposed project does not include any changes to the commercial docks managed by the City.

The proposed landside improvements include the renovation of the sanitary facilities and parking lot improvements. Ten of the marina's thirteen existing restrooms are proposed to be demolished and replaced with similar structures with toilets, showers and laundry facilities. The other three restrooms (in Basins 6-South, 6-North and 7) will be renovated. The water and sewer lines that connect each restroom to the main pipes are all proposed to be replaced.

The proposed parking lot improvements include replacing pavement, re-striping and installation of new storm drains in the parking lots for Basins 1, 2, 3, 4, 6-N and 6-S. New landscaping is proposed for the parking lots' planting islands. New sidewalks with ADA-compliant ramps will also be constructed in the parking areas. There are 2,515 existing parking stalls, and 2,524 proposed stalls. Parking is free of charge. The City is not proposing any changes to the parking lot management, configuration, or lighting. New waste oil dispensaries are proposed in the Basin 1 and Basin 3 parking lots.

B. Public Access and Recreation

One of the basic goals stated in the Coastal Act is to maximize public access and recreation along the coast. The proposed project must conform with the following Coastal Act policies that protect and encourage public access and recreational use of coastal areas.

Section 30210 of the Coastal Act states:

> 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.

Section 30211 of the Coastal Act states:

> Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30213 of the Coastal Act states, in part:

> Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred...

As stated in the above public access policies, the Coastal Act requires that maximum access and recreational opportunities be provided for all people. The Coastal Act also protects the public's right to access the sea and encourages the development of recreational boating facilities.

Section 30224 of the Coastal Act states:

> 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.

Section 30234 of the Coastal Act states:

> 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.

Section 30224 of the Coastal Act states that recreational boating use should be encouraged, and Section 30234 of the Coastal Act states that recreational boating facilities shall be protected and upgraded. The proposed project, located within coastal waters and also between the nearest public road and the sea, involves the renovation of a public recreational boating facility managed by the City of Long Beach.

As proposed, the Alamitos Bay Marina (Basins 1 through 7) would be completely renovated with 1,967 existing boat slips being removed and replaced with 1,625 new slips. The renovated marina has been designed to comply with the design standards of the California Department of Boating and Waterways (DBAW) and ADA (Americans with Disabilities Act) requirements. The City states that there are currently 1,430 boaters renting in Basins 1 through 7, so there will be a slip for every existing boater (and more) once the project is completed. The City has tried to minimize vacancies by putting smaller boats in larger slips, if necessary. Even if all of the smaller slips are filled to capacity, the City will place a small boat in a larger slip (if vacant) at the rate the smaller vessel would pay for a correct-sized slip.

1. Mix of Slip Sizes

The proposed project would reduce the total number of slips in Alamitos Bay Marina from 1,967 to 1,625, resulting in a net loss of 342 slips (Exhibit #5). Most of the losses come from a reduction in the number of smaller slip sizes between twenty and thirty feet (Exhibit #5). The significant loss in the number of smaller slips is not all a result of ADA compliance, although modern design standards do make it impossible to rebuild this marina without losing any slips. The City asserts that the proposed mix of slip lengths is optimum for meeting the public's current and future anticipated recreational boating needs (Exhibit #7). Therefore, the City is proposing a mix of small, medium and large slips that it expects to result in very low vacancy rates. Minimizing the vacancy rates is necessary in order to maximize the revenue necessary to fund the renovation and operation of this public recreational facility.

The existing and proposed Alamitos Bay Marina (Basins 1 through 7) slip size configuration is shown in the following table:

Slip Length (ft.)	***20-25***	***30-35***	***40-45***	***50-55***	***60 +***	***Total***
Existing	814 41%	667 34%	371 19%	62 3%	53 3%	1967
Proposed	400 25%	558 34%	466 29%	136 8%	65 4%	1625
Change	-414	-109	+95	+74	+12	-342

The City asserts that even though the marina would lose more than five hundred of the existing slips under forty feet in length, no small boats will be displaced as a result of the project because there will be enough slips to meet the demand. Many small boats are dry docked and there are currently 380 vacant twenty and 25-foot long slips (Exhibit #7, p.4).

In Southern California, the City asserts that the market trend indicates that the average length of new boats is increasing, and boaters need more longer slips to accommodate the newer, larger vessels. While the cost of recreational boating rises, the vacancy rates for shorter slips seem to be increasing. Thus, the demand for longer slips is increasing while the demand for

shorter slips is decreasing, according to the City. The City is concerned that a large number of the very small twenty and 25-foot long slips may end up being vacant due to low demand (if too many are built). The City cannot rent a small slip to a large boat (because it won't fit), but the City will put a small boat in a vacant large slip. As stated above, the City will place a small boat in a vacant large slip at the rate the smaller vessel would pay for a correct-sized slip. The City asserts that there will be a slip for every existing slip renter (and more) once the project is completed. [Note: The City's slip rental pricing structure is based on the overall size of the slip (length x DBW power vessel width), not based only on the length of the slip as is typical in other marinas.]

The Commission is concerned that the loss of smaller slips reduces recreational boating opportunities. As longer slips occupy more space in a marina, there is less space for the shorter slips and the result is fewer overall slips and fewer slips available for the owners of small vessels. The City is sensitive to this concern and points out that Long Beach provides numerous recreational boating opportunities for all levels of boaters. The City has inventoried the City-wide mix of slip sizes and points out that 64% of the slips (3,021 of 4,682) in the City will be 35 feet and under *after* the proposed renovation of the Alamitos Bay Marina (Exhibit #6, p.2). The City also rents areas for dry boat storage for people with small boats who do not want to rent a slip (Exhibit #11). For those who choose to dry dock, the City operates several launch ramps that cater to boaters from all over southern California, with the largest ones (South Shore and Davies) in operation 24 hours a day, every day of the year (Exhibit #10). Moorings are also currently available at Belmont Pier. In addition, Exhibit #8 lists the numerous opportunities for participating in low cost and free sailing activities.

It is important to ensure that anchorages continue to provide a mix of slip lengths to provide a full range of boating opportunities for all boaters. In general, smaller boats are less expensive, and therefore more available to a larger segment of the population than are larger boats. Therefore, the Commission has regulated the design of marinas in order to ensure that they conform to the public access and recreation policies of the Coastal Act by providing the correct balance between the size of slips and the boaters' demand for slips. In 2001, the Commission approved Coastal Development Permit 5-01-143 for the reconstruction of a recreational marina within Marina del Rey that proposed to eliminate all 257 slips that were 18-to-25 feet in length. In that case, the Commission mandated that at least 25% of the total number of slips be 25 feet long (or less) in order to provide for the foreseeable demand for shorter slips in that particular location. [In the proposed project, 25% of the slips are 25 feet long or less.] In other cases, the Commission has mandated a no net loss standard for slips [Coastal Development Permit 5-05-245 (Portofino Hotel)]. More recently, however, the Commission has recognized that there is not a "one size fits all" standard because of the unique characteristics of each marina. For example, some marinas have very limited or no dry dock and launch ramp opportunities, while others (like Long Beach) provide a wide range of lower cost recreational opportunities.

In this case, the proposed project will provide a renovated public marina with a full range of slip sizes to meet the demands of all levels of recreational boaters. The proposed project will include a mix of recreational boat slip lengths starting at twenty feet (Exhibit #5). The redesigned marina will also provide better access to disabled members of the public by bringing the marina into compliance with ADA requirements. The renovated docks walkways throughout the marina will make it safer for those who may not technically be disabled but who

are infirm, elderly or otherwise physically challenged in a manner that necessitates upgrading marina walkways so they can access recreational boating opportunities along the coast.

The City will continue to support lower cost recreational boating by operating its numerous launching ramps and by providing additional dry boat storage areas for people with small boats who do not want to rent a slip. Exhibit #11 identifies dry storage areas for 1,194 vessels around Alamitos Bay. As part of the proposed project, the City has designed an area for additional dry boat storage (23 trailer stalls) at Basin 4. **Special Condition Two** of the permit requires the City to construct an area for additional dry boat storage (minimum capacity of 100 twenty-foot long boats) in the vicinity of Basins 2 and 3 to mitigate for the loss of the smaller slips in the marina. The City is also required to maintain at least 164 trailered vessel stalls between the northeast bank of Marine Stadium and Boathouse Lane. Therefore, with the City's commitment to rent out larger slips to small boats (if there is not a correct size slip available and a larger slip is vacant), and with the provision of the additional dry dock opportunities, the Commission finds that the proposed project will enhance the marina, improve recreational boating opportunities, and provide a balanced mix of slip sizes.

The City has taken measures to minimize the impact due to displaced boats during construction by phasing the dock replacements so that only one portion of the marina will be out of service at any one time. The City has also provided advance notice to the marina tenants and has been assisting tenants in finding available slips for relocation. Boats using the existing facility will have the opportunity to move to the other available slips during construction of each phase. The proposed long dock at Basin 4 will be used to provide temporary docking space for vessels that are displaced while their respective basins are being dredged and renovated (Exhibit #13). Therefore, the impact to the supply of boat slips within the marina during renovation will not be significant. As conditioned, the project will be consistent with Sections 30213, 30224 and 30234 of the Coastal Act.

2. Public Docks

The City maintains docks for short-term docking in the marina at: Basin 1 by the Crab Pot restaurant (50 feet - 2 hour limit), Basin 2 by Alamitos Bay Center (2 slips - 2-hour limit), and at Alamitos Landing (250 feet - 2 hour limit). The long docks at Alamitos Landing are not part of the proposed project and will not be altered. The pubic docks in Basins 1 and 2 will be replaced as part of the project.

3. Rower's Concerns – Narrowing the Fairway

The City had originally planned to add additional slips to the ends of the docks at Basin 4, extending the docks several feet out into the fairway (main channel) between Basins 3 and 4. Several people in the rowing community expressed concern that the narrowing of the fairway would cause congestion and be unsafe. To address the rowers' concerns, the City deleted from the plan the proposed slips (21 slips) that would have extended into the existing fairway. Therefore, the City is proposing no permanent dock structures that protrude further out from Basin 4 than they are now, although there are some proposed fingers that can be removed if necessary.

4. Public Access Along the Waterfront

Public walkways run along the waterfront at all basins, except at Basin 5 (Alamitos Yacht Club) and Basin 7 (U.S. Sailing Center). These public walkways provide a variety of public recreational opportunities, including strolling, sightseeing, wildlife viewing, and access to boating, diving and fishing charters. New sidewalks with ADA-compliant ramps are proposed to be constructed in the parking lots for Basins 1, 2, 3, 4, 6-North and 6-South.

The City proposes to perform the proposed work in a manner that will allow public access along the water during the marina renovation. However, temporary closure to public access may be necessary at times to ensure safety. **Special Condition Nine** requires that the project shall not interfere with public access and use of the public walkways situated immediately inland of the seawalls of the marina, except for the temporary disruptions that may occur during the completion of the permitted development. No gates are permitted, except at the entrance to the gangways. As conditioned, the proposed project is consistent with the public access and recreation policies of the Coastal Act.

5. Parking Supply and Management

Section 30252 of the Coastal Act requires that new development should maintain and enhance public access to the coast by providing adequate parking facilities or providing substitute means of serving the development with public transportation.

The proposed project includes parking lot improvements for Basins 1, 2, 3, 4, 6-North and 6-South, including repaving with asphalt (930,622 sq.ft.), re-striping and installation of new storm drains. New landscaping is proposed to be installed in the parking lots' planting islands. There are currently 2,515 existing parking stalls. The proposed re-stripping will result in 2,524 stalls, a net gain of nine stalls. The current parking arrangement in the marina includes 421 stalls that are reserved for slip renters (with painted curbs). The number of reserved stalls is not changing. The remainder of the parking stalls are shared by boaters and the general public (except for a 17 stalls reserved for City vehicles at Marina Headquarters, Basin 1). The City is not proposing any changes to the parking lot management (parking is free). None of the parking lots' landscaped islands will be removed.

C. Marine Resources

The Coastal Act contains policies that address development in or near coastal waters. The proposed marina reconstruction project is located in and over the coastal waters of Alamitos Bay (Exhibit #3). The standard of review for development proposed in coastal waters and on State Tidelands is the Chapter 3 policies of the Coastal Act, including the following marine resource policies. Sections 30230 and 30231 of the Coastal Act require the protection of biological productivity, public recreation and marine resources.

Section 30230 of the Coastal Act states:

> 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.

Section 30231 of the Coastal Act states:

> The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30240 of the Coastal Act, which protects sensitive habitat areas, states:

> (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.
>
> (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

The Commission recognizes that chemical pollution and siltation adversely affect water quality, biological productivity and coastal recreation. The proposed work is located within and adjacent to a marina that supports both sensitive species and recreational activities.[1] Therefore, it is important that the work be performed in a manner that avoids or minimizes adverse impacts to water quality and marine resources. In order to minimize adverse impacts, the Commission imposes special conditions on the permit to address the prevention of siltation, spills and pollution in the proposed development.

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[1] Marine Resources Environmental Assessment for the Alamitos Bay Marina Renovation Project EIR, by LSA Associates, Inc. 10/31/2007 (Revised 10/1/2009.

1. Construction Impacts to Water Quality

The proposed project is the disassembly of an existing marina and construction of a new marina. The surface parking areas that serve the project area are also being demolished and reconstructed. Due to the proposed project's location on and adjacent to the water, the proposed work may have adverse impacts upon water quality and the marine environment.

The City has certified an EIR (Environmental Impact Report) for the proposed project and has incorporated numerous mitigation measures (BMPs) into the proposal in order to minimize the adverse impacts associated with the proposed dredging and demolition and construction activities. The BMPs include the use of turbidity screens/siltation curtains to isolate work areas during pile removal and installation, floating booms to contain debris or spills, recovery of any non-buoyant debris by divers as soon as possible after loss. The Commission imposes **Special Condition Six** requiring the permittee to utilize specific BMPs, including those described above, to reduce adverse impacts to water quality and marine organisms.

Special Condition Six also prohibits the improper storage of construction equipment and materials during construction, which can contribute to water quality impacts. Therefore, the Commission finds it necessary to impose the following other construction related restrictions: all construction materials and equipment shall be stored landward of the bulkhead, on impervious surfaces only; all construction materials or waste shall be stored in a manner which prevents their movement via runoff, or any other means, into coastal waters; and that any and all construction equipment, materials and debris are removed from at the conclusion of demolition and construction. In addition, demolition of existing structures will generate debris that will need to be disposed of off-site. The permittee shall dispose of the demolished material and debris outside of the coastal zone (unless it can be recycled or reused in the marina renovation project). Only as conditioned to protect the marine habitat from adverse water quality impacts does the proposed project comply with the marine resource provisions of the Coastal Act.

2. Post Construction Water Quality Plan

The Coastal Act requirements to protect the biological productivity and quality of coastal waters do not end after the proposed project is constructed. The proposed development must also be maintained in a manner that sustains water quality and the adjacent marine habitat areas. To this end, runoff from the proposed parking areas should be filtered so that polluted runoff from the parking areas does not negatively impact water quality and the adjacent marine habitat areas. Runoff from parking areas usually contains grease, gasoline and oil residue, particles of brake linings and trash. These pollutants, if directed into coastal waters, will negatively impact marine habitats and recreational activities by lowering water quality.

In this case, runoff from the site will be directed to the marina's storm drains which are being reconstructed as part of the parking lot improvements (Basins 1, 2, 3, 4, 6-North and 6-South). The storm drains drain directly into Alamitos Bay. The runoff from the storm drains is not treated and contributes to lower water quality. Therefore, the proposed reconstruction of the surface parking areas could contribute to poor water quality that puts marine resources at risk. To mitigate against the adverse effects of automobile pollutants being washed into the marina from the surface parking areas, the proposed project includes the installation of filters at all of the catch basins to filter out some of the pollutants which accumulate on the site. **Special Condition Seven** requires the applicant to submit a parking lot drainage plan to demonstrate

that the project meets the Commission's standard of being able to filter stormwater runoff from the parking areas up to the 85th percentile one-hour storm event. The use of best management practices in constructing and maintaining the project and its drains will reduce the amount of pollutants that leave the site and enter coastal waters. Only as conditioned to protect the marine habitat from adverse water quality impacts does the proposed project comply with the marine resource provisions of the Coastal Act.

In order to reduce water pollution in the marina that may result from day-to-day boating activities, the Commission imposes **Special Condition Eight** requiring the applicant to provide a water quality management plan for daily boating operations to protect water quality within the marina. The marina will provide trash receptacles throughout the marina at dock entrances and large shore-side waste disposal dumpsters for boater use. Containers for recyclables (including used oil) will also be provided. The imposed conditions will ensure that the marina's water quality management plan complies with the Commission's water quality requirements for marina development. Only as conditioned to protect the marine habitat from adverse water quality impacts does the proposed project comply with the marine resource provisions of the Coastal Act.

3. Plastics in the Environment

The Commission is also concerned about the use of plastic in the marine environment due to the possible deterioration of the plastic floats and subsequent increase in marine debris. The proposed project involves the installation of new concrete-walled, polystyrene-filled floating docks. In a leach test of recycled plastic composite containing polyethylene, polypropylene, polystyrene, polyvinyl chloride, and other plastics, only minor amounts of copper, iron, and zinc leached from the plastic. None of the contaminants had a concentration significant enough to have any adverse effects on the marine environment. However, the Commission staff is concerned about the potential to add plastic debris to the marine environment due to cracking, peeling, and sloughing. Since plastic is an inorganic material, it does not biodegrade, but rather continually breaks down into ever-smaller pieces which can adversely effect the marine environment.

The floating docks proposed for the marina reconstruction are not encased in plastic, but in concrete shells. Concrete floats consist of a plastic core encased in a concrete shell. The plastic filled core is generally polystyrene, which is also used in plastic floats. Nonetheless, the potential exists that this and other plastics used in the marina would degrade over time. Piles and fenders use plastic for protection and are constantly subject to abrasive forces from boats and ships. If the plastics were to become brittle, they may splinter or chip upon impact and would introduce plastic debris into the coastal waters, and thus would adversely affect water quality resources.

Because of the potential for pieces of unattached plastic to enter into the marine environment (including polystyrene from damaged floats) due to damage or degradation, the docks shall be routinely inspected to ensure that the facility is being maintained in an environmentally safe operating condition and so that any damaged or degraded pieces are replaced in a timely manner. To minimize the potential of pieces of plastic from entering the water due to damage or deterioration of the docks, **Special Condition Thirteen** requires that all docks must be inspected on an annual basis. If the inspections confirm that the use of the plastic or other material used in the marina is harming marine resources, the use of such materials shall be

stopped, and less harmful materials shall be used. Therefore, only as conditioned does the Commission find that the proposed project conforms with the marine resource provisions of the Coastal Act.

4. Wood Treatment – Toxic Chemicals

The Commission is also concerned about the use of toxic chemicals used if treat wood products that come into contact with the water. The toxic chemicals can leach out of treated wood and poison marine organisms. Some wood treatments can be used if the wood does not come into contact with the water. Therefore, **Special Condition Six** also requires that any wood treatment used shall conform with the specifications of the American Wood Preservation Association for saltwater use. Wood treated with Creosote, CCA (Chromated Copper Arsenate), or ACA (Ammoniacal Copper Arsenate) is prohibited, and all treated timber shall be free of chromium and arsenic. No wood treated with ACZA (Ammoniacal Copper Zinc Arsenate) shall be used where it could come into direct contact with the water. The City plans to use treated timber in very limited quantities. The dock floats and piles used in the marina will be concrete. Only as conditioned to protect the marine habitat from adverse water quality impacts does the proposed project comply with the marine resource provisions of the Coastal Act.

5. Pump-out Stations

Alamitos Bay Marina currently has sewer pump-out stations at four locations (Exhibit #9). The proposed project includes the installation new pump-out facilities at each dock which will allow for in-slip pump-out at every new slip in the project. The provision of in-slip pump out facilities will reduce the potential for the waters of the bay becoming contaminated by illegal sewage discharges from vessels. **Special Condition Thirteen** requires the permittee to inspect the over-water sewer lines and other utility connections every month to ensure that no sewer is leaking into the waters. As conditioned, the proposed installation of the new pump-out facilities is consistent with Sections 30230 and 30231 of the Coastal Act which require the protection of biological productivity, public recreation and marine resources.

6. Sensitive Species Impacts – Toxic Algae

A non-native and invasive aquatic plant species, Caulerpa taxifolia (herein C. taxifolia), has been discovered in parts of Southern California. C. taxifolia is a tropical green marine alga that is popular in the aquarium trade because of its attractive appearance and hardy nature. In 1984, this seaweed was introduced into the northern Mediterranean Sea. From an initial infestation of about one square yard it grew to cover about two acres by 1989, and by 1997, blanketed about 10,000 acres along the coasts of France and Italy. Genetic studies demonstrated that those populations were from the same clone, possibly originating from a single introduction. This seaweed spreads asexually from fragments and creates a dense monoculture displacing native plant and animal species. In the Mediterranean Sea, it grows on sand, mud and rock surfaces from the very shallow subtidal to about 250 feet depth. Because of toxins in its tissues, C. taxifolia is not eaten by herbivores in areas where it has invaded. The infestation in the Mediterranean Sea has had serious negative economic and social consequences because of impacts to tourism, recreational diving and commercial fishing.

Because of the grave risk to native habitats C. taxifolia was designated a prohibited species in the United States in 1999 under the Federal Noxious Weed Act. In 2001, AB 1334 made it

illegal in California for any person to sell, possess, import, transport, transfer, release alive in the state, or give away without consideration various Caulerpa species including C. taxifolia.

In June 2000, C. taxifolia was discovered in Aqua Hedionda Lagoon in San Diego County, and in August of that year an infestation was discovered in Huntington Harbor in Orange County. Genetic studies show that this is the same clone as that released in the Mediterranean. Other infestations may occur. Although a tropical species, C. taxifolia has been shown to tolerate water temperatures down to at least 50ºF. Although warmer Southern California habitats are most vulnerable, until better information if available, it must be assumed that all shallow water marine habitats in California are at risk of infestation.

In response to the threat that C. taxifolia poses to California's marine environment, the Southern California Caulerpa Action Team, SCCAT, was established to respond quickly and effectively to the discovery of C. taxifolia infestations in Southern California. The group consists of representatives from several State, federal, local and private entities. The goal of SCCAT is to locate and completely eradicate all C. taxifolia infestations.

The project area was surveyed for eelgrass and C. taxifolia in October 2007 and October 2008 and no C. taxifolia was found.[2] So far, C. taxifolia has not been found anywhere in the Alamitos Bay area. However, to ensure that C. taxifolia is not present in the project area before the permitted marina project commences, the permittee will conduct another survey. **Special Condition Three** requires the applicant to survey the project area again no earlier than ninety days nor later than thirty days prior to commencement or re-commencement of any development authorized under this coastal development permit. Only as conditioned does the Commission find that the proposed project conforms with the marine resource provisions of the Coastal Act.

7. Sensitive Species Impacts – Eelgrass

Eelgrass (Zostera marina) is an aquatic plant consisting of tough cellulose leaves which grows in dense beds in shallow, subtidal or intertidal unconsolidated sediments. Eelgrass is considered worthy of protection because it functions as important habitat and foraging area for a variety of fish and other wildlife, according to the Southern California Eelgrass Mitigation Policy (SCEMP) adopted by the National Marine Fisheries Service (NMFS), the U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Game (DFG). For instance, eelgrass beds provide areas for fish egg laying, juvenile fish rearing, and waterfowl foraging. Sensitive species, such as the California least tern, a federally listed endangered species, utilize eelgrass beds as foraging grounds.

The proposed project will directly impact any eelgrass that is growing in the areas that are proposed to be dredged. Approximately 287,120 cubic yards will be dredged over six years. The proposal is to dredge Basins 1 through 7 to their original design depths, plus two feet over depth. All of the proposed dredging is maintenance dredging within existing navigable channels. Therefore, the dredging activity is exempt from coastal development permit requirements because it is required for the maintenance of existing navigational channels. Pursuant to Section 30610(c) of the Coastal Act, maintenance dredging done pursuant to a U.S. Army Corps of Engineers permit is exempt from coastal development permit

[2] Eelgrass Surveys for the Alamitos Bay Marina Rehabilitation Project, Long Beach, by Coastal Resources Management, Inc., September 2007 and October 2008.

requirements. The City is in the process of obtaining approval of the dredging activities regulated by the U.S. Army Corps of Engineers and the California Regional Water Quality Control Board (U.S. Army Corps of Engineers File No. SPL-2009-00348-KW). Subsections 13252(a)(2)(A)-(C) of the Commission's regulations do not apply in this case because the dredging will not exceed 100,000 cubic yards within a twelve month period, the dredge spoils will not be placed in an environmentally sensitive habitat area, and the spoils are too fine to be used on the beach. The proposed offshore disposal at LA-2 of dredged material deemed unsuitable for beach nourishment can be authorized with the Commission's concurrence with a Federal Consistency Certification.

In order to estimate the amount of eelgrass that will be impacted by the project, the City performed a series of comprehensive eelgrass surveys within the project boundary in October 2007 and October 2008. The shallower parts of Alamitos Bay, like in Marine Stadium and along the sandy beaches of Alamitos Bay Peninsula, have proven to be very good eelgrass habitats. These eelgrass areas will not be affected by the proposed dredging. The berthing basins (Basins 1 through 7) where most of the proposed dredging and construction would occur have only a few sporadic patches of eelgrass compared to the more favorable habitat areas within Alamitos Bay.

The City has adjusted the footprint of proposed facilities, where feasible, to minimize any impacts to eelgrass. The eelgrass surveys indicate that 1,373 square feet of eelgrass would be directly impacted (removed) by the proposed dredging (in Basins 1, 4 and 6-North). New eelgrass surveys will be conducted prior to any dredging activities. The removal of 1,373 square feet of eelgrass results in a need for 1,648 square feet to be successfully transplanted and grown based on the standard 1.2:1 ratio. The City negotiated the mitigation requirements for direct impacts to eelgrass with NOAA Fisheries, DFG and the USACE thru the official USACE consultation. In addition, the City responded to questions regarding eelgrass mitigation through the CEQA process.

The City intends to transplant all eelgrass from the disturbed areas to an eelgrass mitigation site in Marine Stadium and to mitigate all eelgrass impacts of the project at a minimum 1.2:1 ratio, consistent with the standards of NOAA's Southern California Eelgrass Mitigation Policy (SCEMP). The proposed eelgrass mitigation project is set forth in the Eelgrass Field Survey, Impact Assessment, and Mitigation Plan for the Alamitos Bay Marina Renovation Project, prepared by Coastal Resources Management, Inc. (December 15, 2007, revised October 1, 2009). The proposed eelgrass mitigation includes a five-year monitoring program to ensure the survival of at least the minimum amount of eelgrass to be mitigated. The total eelgrass mitigation amount resulting from each phase of dredging and construction will be determined from pre-construction, post-construction and control site surveys per the standards in NOAA's Southern California Eelgrass Mitigation Policy (SCEMP). Specific surveys to determine this amount will be conducted phase by phase to determine the correct mitigation requirement per the policy.

The proposed project includes the construction of the 10,500 square foot eelgrass mitigation site that the City will use to mitigate all of the project's impacts to eelgrass. The proposed 10,500 square foot eelgrass mitigation site would be created by excavating out part (218'x 105') of the northeast shoreline (rock revetment) of Marine Stadium (Exhibit #15). The land would be excavated two-to-three feet below MLLW to create a new underwater area for eelgrass habitat. This component of the project, which is part of the first phase, is necessary

to mitigate the impacts to eelgrass beds caused by the dredging associated with the proposed project. Any eelgrass found in the areas to be dredged would be transplanted to the eelgrass mitigation site. Therefore, the City has planned for the eelgrass mitigation site to be constructed before any eelgrass is impacted by dredging.

Marine Stadium has proven to be a very good eelgrass habitat, as evidenced by the extensive beds of eelgrass that have been mapped growing there (Exhibit #15, ps.2-3). The northern end of Marina Stadium (End Beach) is the location of a successful eelgrass mitigation site that the City implemented as a condition of Coastal Development Permit 5-93-353 (City of Long Beach), which the Commission approved for the U.S. Sailing Center at Basin 7.

The proposed mitigation site will provide more than enough habitat area to grow the amount of eelgrass that will be required for the City to meet the minimum ratio of 1.2:1 in accordance with the Southern California Eelgrass Mitigation Policy. **Special Condition Four** requires the applicant to construct, implement and monitor the proposed eelgrass mitigation project in conformance with the Eelgrass Field Survey, Impact Assessment, and Mitigation Plan for the Alamitos Bay Marina Renovation Project, prepared by Coastal Resources Management, Inc. (December 15, 2007, revised October 1, 2009). Pre-construction surveys must be conducted during the active growth phase no earlier than ninety days nor later than thirty days prior to commencement or re-commencement of any development authorized under this coastal development permit. **Special Condition Four** also includes a mitigation requirement for any eelgrass that may be impacted by the construction of the proposed eelgrass mitigation site. As conditioned, the proposed project will conform with the Southern California Eelgrass Mitigation Policy and Sections 30230 and 30240 of the Coastal Act. Only as conditioned does the Commission find that the proposed project conforms with the marine resource provisions of the Coastal Act.

8. Sensitive Species Impacts - Nesting Birds

Nesting birds using the marina's trees could be adversely affected by construction noise and the proposed landscaping activities. The City has requested Commission authorization to remove 51 Washingtonia palms, some of which have been used for nesting, as part of the proposed parking lot renovation. Various species of herons and other birds often nest in palms and other trees near the water. The bird habitat in the marina is already protected by the terms and conditions of Coastal Development Permit 5-08-187, which the Commission issued in 2009 for the trimming and/or removal of trees in the Tidelands areas, including the Alamitos Bay Marina parking lots. Any tree trimming or tree removal must conform to the terms of the previously issued permit. Therefore, the approval of the permit for the proposed marina renovation project will not authorize the removal of any trees (See **Special Condition Eleven**).

Coastal Development Permit 5-08-187 approves annual and emergency tree trimming activities that are carried out in a manner that is consistent with the following policy:

> The purpose of this policy is to ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting, and nesting habitat of state and federally listed bird species, California bird species of special concern, and bird species that play an especially valuable role in the ecosystem. The City of Long Beach Department of Parks, Recreation and Marine is obligated to trim trees within the marine environment for the safety of the public and the protection of property. The trimming or removal of any tree that has been used

for breeding and nesting within the past five years, determined by a qualified biologist, shall be undertaken in compliance with all applicable codes or regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the U.S. Migratory Bird Treaty Act, and shall be conducted under the parameters described below.

Tree trimming or tree removal shall be prohibited during the breeding and nesting season of the bird species referenced above (January through September) unless the City of Long Beach Department of Parks, Recreation and Marine, in consultation with a qualified arborist, determines that a tree causes danger to public health and safety. A health and safety danger exists if a tree or branch is dead, diseased, dying, or injured and said tree or branch is in imminent danger of collapse or breaking away. The City shall be proactive in identifying and addressing diseased, dying or injured trees as soon as possible in order to avoid habitat disturbances during the nesting season. Trees or branches with a nest that has been active anytime within the last five years shall not be removed or disturbed unless a health and safety danger exists.

The removal of any breeding and nesting tree shall require mitigation at a 1:1 ratio. A tree replacement planting plan for each tree replacement shall be developed to specify replacement tree location, tree type, tree size (no less than 36" box size), planting specifications, and a five-year monitoring program with specific performance standards. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Executive Director of the Coastal Commission, the Director of the Parks, Recreation and Marine, and a representative of the Audubon Society. The Department of Parks, Recreation and Marine shall maintain the annual reports on file as public information and to be used for future tree trimming and removal decisions.

A. Tree Trimming During Non-Breeding and Non-Nesting Season (October through December)

1. Prior to tree trimming or removal, a qualified biologist or ornithologist shall survey the trees to be trimmed or removed to detect nests and submit a survey report to the City of Long Beach Department of Parks, Recreation and Marine, a representative of the Audubon Society, and the Executive Director of the Coastal Commission. The survey report shall include identification of all trees with nests. The Department of Parks, Recreation and Marine shall maintain a database of survey reports that includes a record of nesting trees that is available as public information and to be used for future tree trimming and removal decisions.

2. Any trimming of trees with nests shall be supervised by a qualified biologist or ornithologist and a qualified arborist to ensure that adequate nest support and foliage coverage is maintained in the tree, to the maximum extent feasible, in order to preserve the nesting habitat. Trimming of any nesting trees shall occur in such a way that the support structure of existing nests will not be trimmed and existing nests will be preserved, unless the Department of Parks, Recreation and Marine, in consultation with a qualified arborist, determines that such trimming is necessary to protect the health and safety of the public. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat. Trees or

branches with a nest that has been active anytime within the last five years shall not be removed or disturbed unless a health and safety danger exists.

3. Trimming may not proceed if a nest is found and evidence of courtship or nesting behavior is observed at the site. In the event that any birds continue to occupy trees during the non-nesting season, trimming shall not take place until a qualified biologist or ornithologist has assessed the site, determined that courtship behavior has ceased, and given approval to proceed within 300 feet of any occupied tree.

B. Tree Trimming or Removal During Breeding and Nesting Season (January through September). If tree trimming or removal activities cannot feasibly avoid the breeding season because a health and safety danger exists, the following guidelines must be followed:

1. A qualified biologist or ornithologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet of the work area. A tree trimming and/or removal plan shall be prepared by an arborist in consultation with the qualified biologist or ornithologist and a representative of the Audubon Society. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Executive Director of the Coastal Commission, the Department of Fish and Game, the U.S. Fish and Wildlife Service, and the Director of the Parks, Recreation and Marine. The Department of Parks, Recreation and Marine shall maintain the plans on file as public information and to be used for future tree trimming and removal decisions. The plan shall incorporate the following:

a. A description of how work will occur.

b. Work must be performed using non-mechanized hand tools to the maximum extent feasible.

c. Limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing.

d. Steps shall be taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and nesting birds and their habitat.

2. Prior to commencement of tree trimming and/or removal the City of Long Beach Department of Parks, Recreation and Marine shall notify in writing the Executive Director of the Coastal Commission, the Department of Fish and Game, and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.

All tree trimming and tree removal shall be conducted in strict compliance with this policy. All trimmings must be removed from the site at the end of the business day and disposed of at an appropriate location. Any proposed change or deviation from the approved policy must be submitted for review by the Executive Director to determine whether an amendment to this coastal development permit is required.

Since the tree trimming and removal is regulated by a valid coastal development permit, the approval of the permit for the proposed marina renovation project will not authorize the trimming or removal of any trees. **Special Conditions Eleven** states that all tree trimming and tree removal activities shall be conducted consistent with the terms and conditions of Coastal Development Permit 5-08-187. As conditioned, the Commission finds the proposed project is consistent with Section 30240(b) of the Coastal Act.

Nesting birds could also be adversely affect by pile driving and other construction noise. The City has included as part of the proposal specific construction methods and best management practices to protect birds from adverse environmental impacts. If any active nests are found in the vicinity (within five hundred feet) of the construction activities, the noise generated during pile driving can be minimized by utilizing vibratory pile driving, or a gravity hammer instead of a diesel driven hammer, utilizing sound shields, and by placing “shoes” (stacks of plywood) on top of each pile as it is hammered into the bay mud.

In order to protect bird nests from noise impacts, **Special Conditions Five** requires the implementation of a specific noise mitigation program, as follows:

> By acceptance of this authorization for development, the permittee agrees to retain the services of a qualified independent biologist or environmental resources specialist with appropriate qualifications acceptable to the Executive Director, to conduct a biological survey of the trees within 500 feet of project site prior (within seven days) to the commencement of demolition and construction activities, and once a week upon commencement of demolition and construction activities that include use of heavy equipment that can cause excessive noise, odors, or vibrations (e.g., pile driving). The environmental resource specialist shall be directed to conduct the survey in order to determine the presence of black-crowned night herons, great blue herons, snowy egrets, or other sensitive species within 500 feet of project site and immediately report the findings of the survey to the permittees and the Executive Director of the Coastal Commission.
>
> In the event that the environmental specialist reports any black-crowned night herons, great blue herons, snowy egrets, or other sensitive species exhibiting reproductive or nesting behavior within 500 feet of project site, the following restrictions shall apply:
>
> A. Construction noise reduction measures such as sound shields made from plywood or sound-board or molded sound shields shall be used and measures shall be taken to minimize loud noise generation to the maximum feasible extent during construction. Permanent lighting shall be shielded and directed downward. Bright upward shining lights shall not be used during construction and construction employees shall not bring pets (e.g. dogs and cats) to the construction site.
>
> B. Noise generated by construction (including, but not limited to, pile driving) shall not exceed 85 dB at any active nesting site within 500 feet of project site for black-crowned night herons, snowy egrets, great egrets, great blue herons, raptors, or other sensitive species. If construction noise exceeds 85 dB, then alternative methods of pile driving (including, but not limited to, vibratory pile driving, press-in pile placement, drilling, dewatered isolation casings, etc.) or

> other sound mitigation measures (including, but not limited to, sound shielding and noise attenuation devices) shall be used as necessary to achieve the required dB threshold levels. If these sound mitigation measures do not reduce noise levels, construction within 500 feet of the nesting trees shall cease and shall not recommence until either new sound mitigation can be employed or nesting is complete.

As conditioned, the Commission finds that the proposed development conforms with Section 30240 of the Coastal Act.

9. Fill of Coastal Waters

The proposed project includes the removal of 808 old piles and the installation of approximately 620 new concrete piles in the marina. Therefore, there will be a net reduction of approximately188 piles in the marina. Repair of the rip rap at the base of the seawalls consists of filling holes within the existing rock structure. The piles constitute fill.

Under Section 30233 of the Coastal Act, fill of open coastal waters is only allowed when several criteria are met, including: a) the project must fall within one of the allowable use categories specified; b) the proposed project must be the least environmentally damaging alternative; and c) feasible mitigation measures to minimize adverse environmental effects must be provided.

Section 30233 of the Coastal Act states, in part:

> (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
>
> > (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

The proposed project meets the first criteria (allowable use) because it is for a public boating facility. Fill of open coastal waters for the construction of a public boating facility is an allowable use under Section 30233(a)(3) of the Coastal Act.

Next, the proposed project must be the least environmentally damaging alternative. The proposed project is the replacement of a boating marina in a different configuration. Alternatives to the proposed project include no project, no change to the existing configuration, or a change to the proposed configuration. Under the no project alternative, the City could only pursue simple maintenance repair activity. However, simple maintenance repair could not feasibly repair the docks, nor bring them up to present engineering and safety standards, or ADA requirements. Simple maintenance would slow, but not prevent further deterioration of any damaged docks. Continued, safe use of the facility for marine recreational purposes would be precluded without replacement of the dock system.

The second alternative, replacement of the project in the same configuration, would be infeasible because of the need to comply with current engineering and safety standards, ADA requirements and Department of Boating and Waterways criteria. Some slips would be lost and there would have to be some reconfiguration of the docks. The City is also proposing the new marina configuration in order to provide longer slips (35 feet and longer) that are in greater demand than short (20-to-30-foot) slips.

Under the proposed alternative, the dock and pile layout is changing from the existing layout resulting in a significant reduction in the number of piles. The number of proposed pilings is the minimum necessary to adhere to present engineering standards. The proposed project will result in additional bottom habitat, and the vertical concrete piles will provide a vertical substrate for mollusks and other marine organisms. Thus, adequate mitigation is provided by the proposed project by increasing the bottom habitat by reducing the total number of piles.

The proposed development is the improvement of a small boat marina which promotes recreational boating and is an encouraged marine related use. The placement of piles for public recreational piers that provide public access and recreational opportunities is an allowed use under Section 30233 of the Costal Act. The proposed development has been designed to minimize the fill of coastal waters. The proposed development has been conditioned to minimize adverse effects on the marine environment by avoiding or mitigating impacts upon sensitive marine resources, such as eelgrass and to avoid contributing to the dispersal of the invasive aquatic algae, *Caulerpa taxifolia*. As conditioned, there are no feasible less environmentally damaging alternatives available. Therefore, the Commission finds that the proposed development, as conditioned, conforms with Sections 30224, 30230, 30231, 30240 and 30233 of the Coastal Act.

D. Hazards

The Coastal Act states that new development must minimize risks to life and property and not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.

Section 30253 of the Coastal Act states, in part:

> New development shall:
>
> (l) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
>
> (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The proposed project will not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. However, no development in the water can be guaranteed to be safe from hazard. All development located in or near the ocean have the potential for damage caused by wave energy, floods, seismic events, storms and erosion.

The proposed project is located in the Pacific Ocean and is susceptible to natural hazards. The Commission routinely imposes conditions for assumption of risk in areas at high risk from hazards. **Special Condition Fifteen** ensures that the permittee understands and assumes the potential hazards associated with development in or near the water. Such knowledge is the first step towards the minimization of risks to life and property. As conditioned, the proposed project is consistent with Section 30253 of the Coastal Act.

E. Local Coastal Program

The proposed project is located in the Commission's area of original permit jurisdiction. Therefore, the LCP is advisory in nature and may provide guidance. The standard of review for this project is the Coastal Act. The City of Long Beach Local Coastal Program was certified by the Commission on July 22, 1980. The certified Long Beach LCP sets forth the following relevant LUP policies for Alamitos Bay:

A. General Policy – Alamitos Bay (LCP p. III-R25)

The use of Alamitos Bay should be primarily recreational. Commercial use should be limited to support of recreation. Educational use should be encouraged, particularly as related to aquatic skills. Within recreational uses, emphasis should be swimming, and sailing or rowing of small boats. Multi-hulled sailboats should be encouraged to use the protected ocean. Passage of ocean boats must be controlled to preclude interference with bay boats and swimmers. The encouragement of recreation usage should be consistent with promoting high standards of water quality and protection of viable fish and benthic marine environments.

B. 1. Management of Alamitos Bay should be vested in the Marine Dept….
2. Water Quality
a. Where possible, surface water run-off should be diverted from the bay…
b. Provide adequate controls in serving of boats to prevent entry of petroleum products or toxic metals in the bay. Proper waste control procedures should be established for all marine activities.
3. Public Access Policies – Alamitos Bay (LCP p. III-R27)
j. Additional dry boat storage should be provided for small boats that utilize the Bay as their recreation area.

C. Augmenting Implementations – Alamitos Bay (LCP p. III-R30)

14. An economical and simple small-boat storage facility will be established with immediate access to the Bay water for use by owners of non-powered small craft (rowing, paddling, sailing) for use primarily within the Bay and Marine Stadium. Financing could be "at cost" by user fees.

The above-stated provisions of the certified LCP call for the provision of dry storage of small boats to support recreation at Alamitos Bay. Dry boat storage areas support recreational boating use of coastal waters by enabling the public to store boats near the water, thus reducing the need to moor additional vessels in the bay or transport the vessels to the sea with automobiles. The cost of renting marina space for small vessels is often prohibitive for many users of small rowboats and sailboats, so they are dependent on dry boat storage areas. Boaters using the dry boat storage areas at the water's edge at Alamitos Bay can access the water using public transportation as the boats are already at the shoreline. The City agrees that dry boat storage facilities can be, and are currently, permitted as accessory park uses or park improvements in the marina area. The permit is conditioned to require the provision of additional dry boat storage, consistent with the policy of the certified LCP. Conditions of approval also carry out the LCP policies that protect water quality. As conditioned, the proposed project complies with the policies of the certified LCP.

F. California Environmental Quality Act (CEQA)

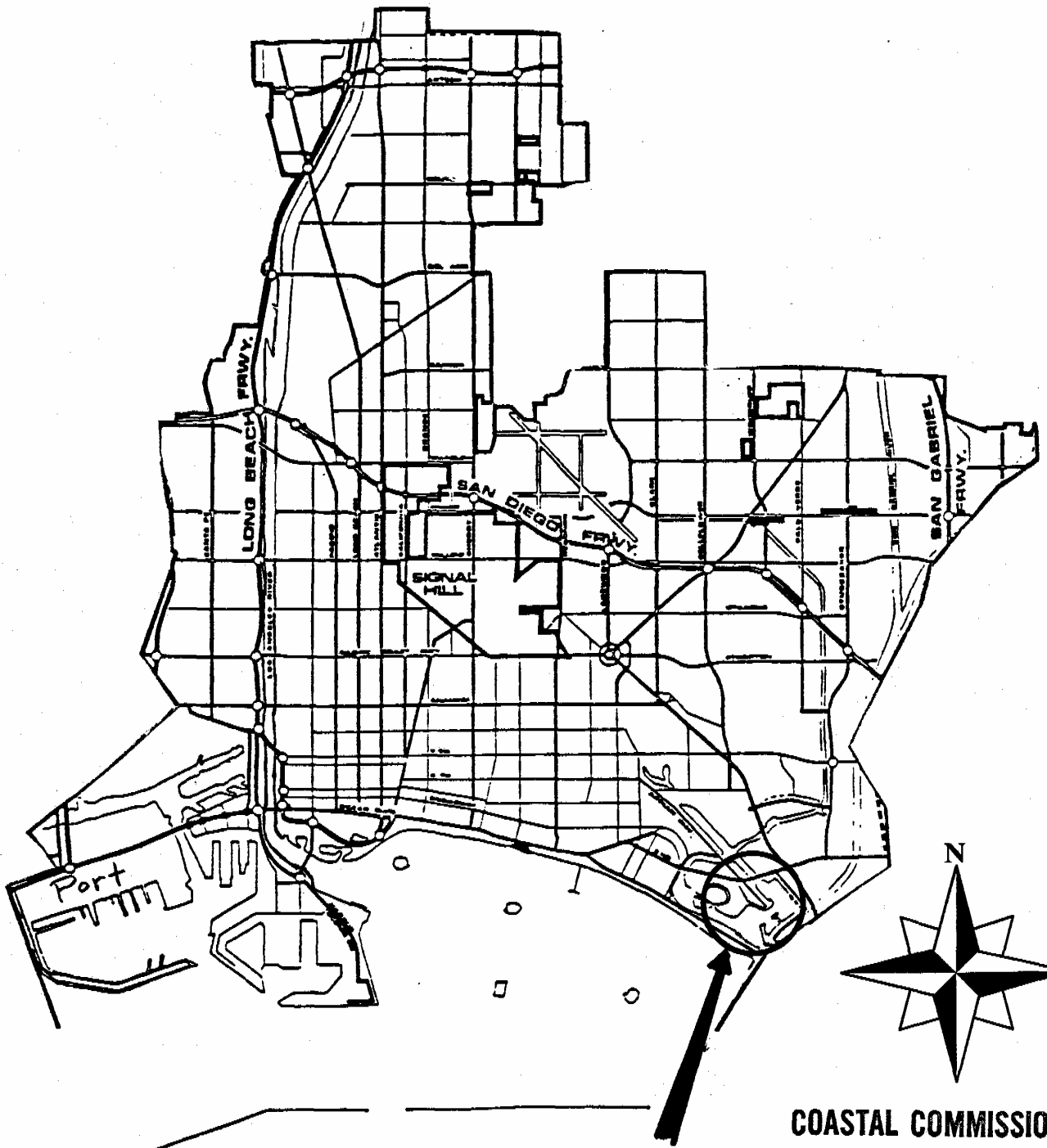
Section 13096 of the California Code of Regulations requires Commission approval of coastal development permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The City of Long Beach is the lead agency for CEQA. On February, 2, 2010, the City of Long Beach certified the Environmental Impact Report (EIR) for the Alamitos Bay Marina Rehabilitation Project (SCH No. 2008041028). The City's certification of the EIR includes a Statement of Overriding Considerations because the project will result in significant unavoidable impacts related to construction air quality, cumulative air quality, and construction noise impacts. The certified an EIR also incorporates numerous mitigation measures into the proposal in order to minimize the adverse impacts associated with the proposed dredging and demolition and construction activities. Overall, the proposed project will significantly enhance public recreational boating opportunities at Alamitos Bay.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, in the form of special conditions, require a) maintenance of the marina; b) implementation of construction and debris removal responsibilities; c) conformance with post-construction best management practices; d) protection of public access; e) noise reduction practices to protect bird nests; f) mitigation of eelgrass impacts; and g) the permittee's assumption of risk.

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and complies with the applicable requirements of the Coastal Act to conform to CEQA.

City of Long Beach



Alamitos Bay Marina

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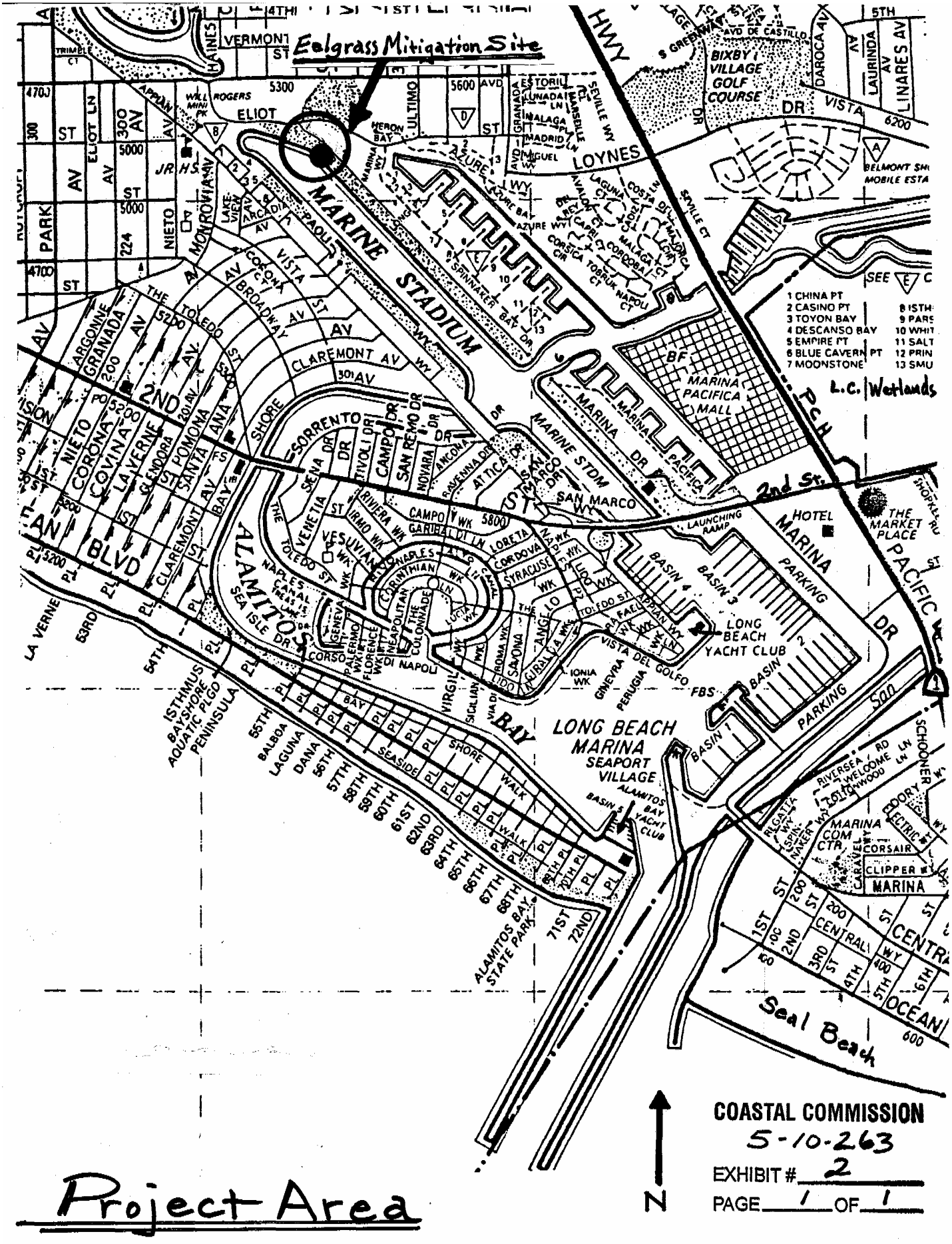

Project Area

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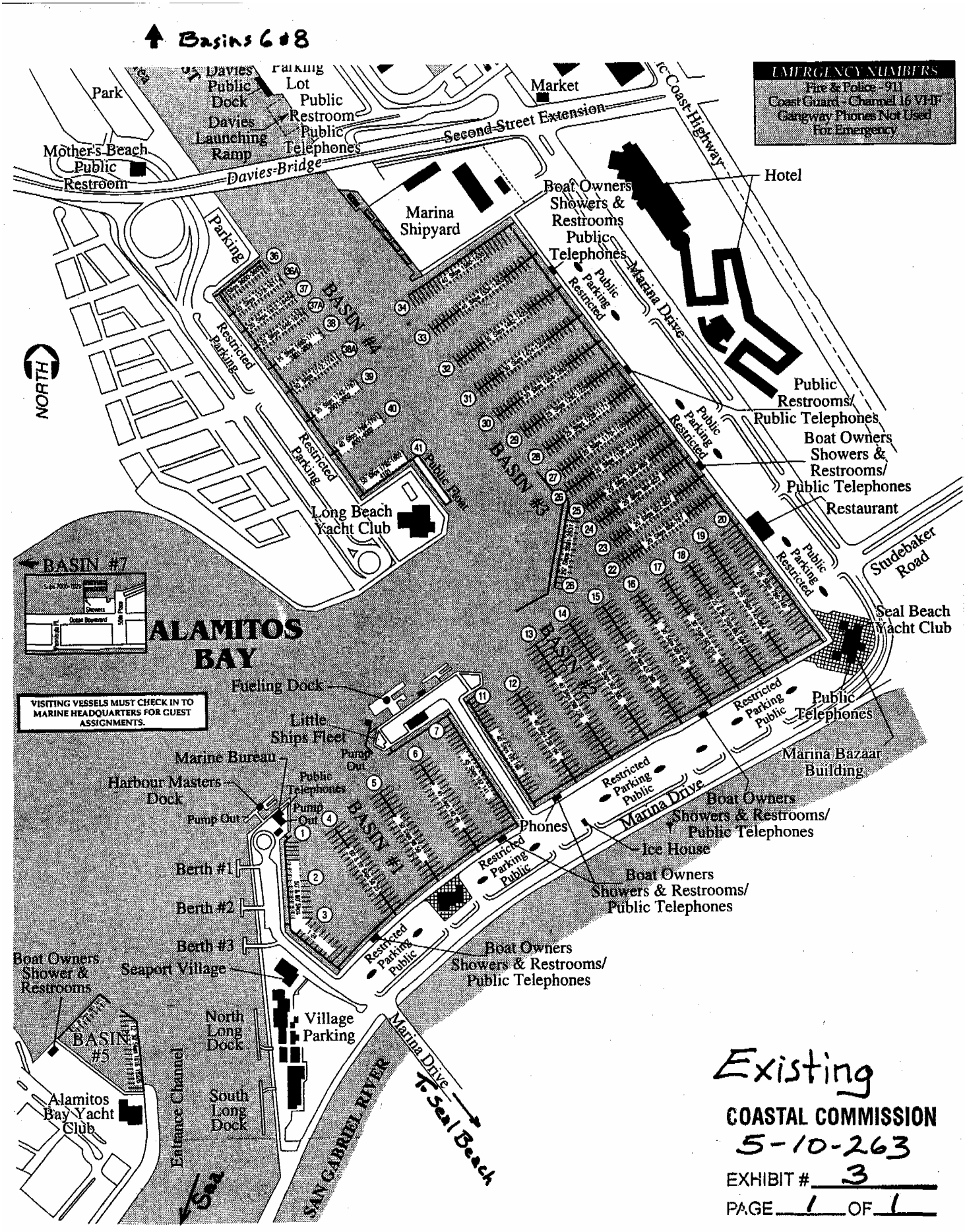
Basins 6 & 8
EMERGENCY NUMBERS
Fire & Police - 911
Coast Guard - Channel 16 VHF
Gangway Phones Not Used
For Emergency
Davies Launching Ramp
Davies Public Dock
Parking Lot
Public Restroom
Public Telephones
Mother's Beach Public Restroom
Davies Bridge
Second Street Extension
Pacific Coast Highway
Market
Hotel
Marina Shipyard
Boat Owners Showers & Restrooms Public Telephones
Marina Drive
Parking
Restricted Parking
Public Parking Restricted
BASIN #4
BASIN #3
BASIN #1
BASIN #5
BASIN #7
NORTH
Long Beach Yacht Club
Public Restrooms/ Public Telephones
Boat Owners Showers & Restrooms/ Public Telephones
Restaurant
Studebaker Road
Seal Beach Yacht Club
ALAMITOS BAY
Fueling Dock
VISITING VESSELS MUST CHECK IN TO MARINE HEADQUARTERS FOR GUEST ASSIGNMENTS.
Little Ships Fleet
Marine Bureau
Harbour Masters Dock
Pump Out
Public Telephones
Berth #1
Berth #2
Berth #3
Seaport Village
Boat Owners Shower & Restrooms
North Long Dock
South Long Dock
Village Parking
Alamitos Bay Yacht Club
Entrance Channel
SAN GABRIEL RIVER
Seal Beach
Marina Bazaar Building
Ice House
Boat Owners Showers & Restrooms/ Public Telephones
Existing
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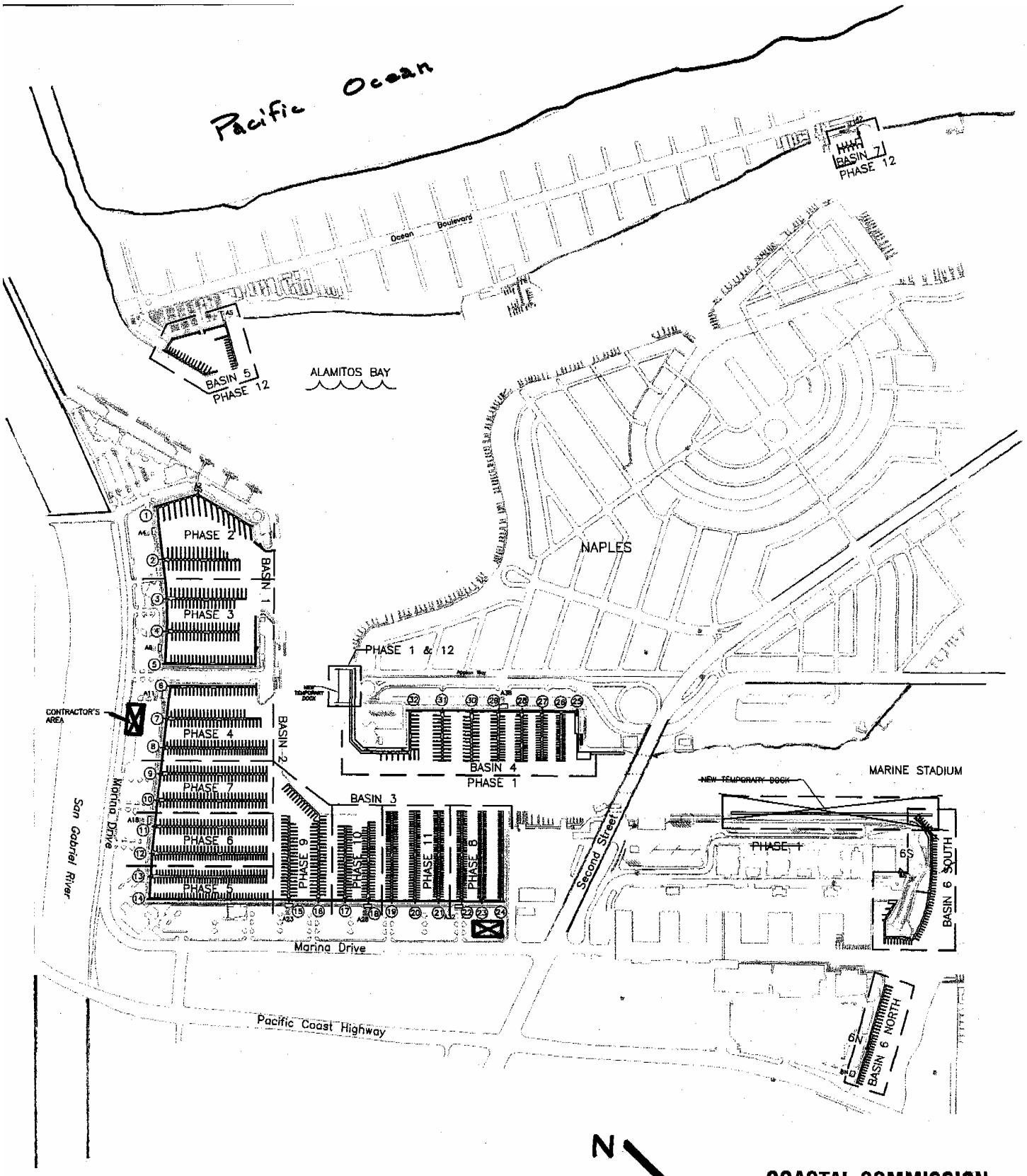

Proposed Plan

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BERTH SUMMARY

BERTH LENGTH	EXISTING BASIN 1	PROPOSED BASIN 1	EXISTING BASIN 2	PROPOSED BASIN 2	EXISTING BASIN 3	PROPOSED BASIN 3	EXISTING BASIN 4	PROPOSED BASIN 4
20	–	–	–	–	360	140	85	21
25	–	–	165	2	122	190	51	22
30	–	–	186	14	132	103	32	43
35	1	–	138	193	59	79	32	39
40	1	1	131	241	93	67	26	25
45	67	9	–	28	25	51	–	22
50	46	72	1	39	–	–	12	17
55	1	4	–	–	–	–	–	–
60	21	35	–	–	–	–	–	2
65	–	–	1	–	–	–	–	–
70	12	12	1	–	–	–	1	–
80	16	5	–	–	–	–	–	–
90	–	4	–	–	–	–	–	–
100	1	4	–	–	–	–	–	–
110	–	2	–	–	–	–	–	–
120	–	1	–	–	–	–	–	–
TOTAL	166	149	623	517	791	630	239	191

BERTH LENGTH	EXISTING BASIN 5	PROPOSED BASIN 5	EXISTING BASIN 6S	PROPOSED BASIN 6S	EXISTING BASIN 6N	PROPOSED BASIN 6N	EXISTING BASIN 7	PROPOSED BASIN 7
20	–	–	–	–	–	–	–	–
25	–	1	3	4	–	–	28	20
30	16	17	44	43	19	18	–	–
35	–	1	8	8	–	–	–	–
40	11	7	–	–	16	15	–	–
45	–	–	–	–	–	–	–	–
50	3	4	–	–	–	–	–	–
55	–	–	–	–	–	–	–	–
60	–	–	–	–	–	–	–	–
65	–	–	–	–	–	–	–	–
70	–	–	–	–	–	–	–	–
80	–	–	–	–	–	–	–	–
90	–	–	–	–	–	–	–	–
100	–	–	–	–	–	–	–	–
110	–	–	–	–	–	–	–	–
120	–	–	–	–	–	–	–	–
TOTAL	30	30	55	55	35	33	28	20

1,625 Total Proposed - Basins 1-7

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Alamitos Bay Marina Slip Mix - Current and Proposed

Slip Size	Existing Total	Existing %	Cumulative %	Proposed Total	Gain/ (Loss)	Proposed %	Cumulative %	Current Feet	Proposed Feet
20	445	22.6%	22.6%	161	(284)	10%	10%	8,900	3,220
25	369	18.8%	41.4%	239	(130)	15%	25%	9,225	5,975
30	429	21.8%	63.2%	238	(191)	15%	39%	12,870	7,140
35	238	12.1%	75.3%	320	82	20%	59%	8,330	11,200
40	278	14.1%	89.4%	356	78	22%	81%	11,120	14,240
45	93	4.7%	94.2%	110	17	7%	88%	4,185	4,950
50	61	3.1%	97.3%	132	71	8%	96%	3,050	6,600
55	1	0.1%	97.3%	4	3	0%	96%	55	220
60	21	1.1%	98.4%	37	16	2%	98%	1,260	2,220
65	1	0.1%	98.4%	0	(1)	0%	98%	65	0
70	14	0.7%	99.1%	12	(2)	1%	99%	980	840
80	16	0.8%	99.9%	5	(11)	0%	99%	1,280	400
90	0	0.0%	99.9%	4	4	0%	100%	0	360
100	1	0.1%	100.0%	4	3	0%	100%	100	400
110	0	0.0%	100.0%	2	2	0%	100%	0	220
120	0	0.0%	100.0%	1	1	0%	100%	0	120
*Total	1,967	100.0%		1,625	(342)	100%		61,420	58,105
Average Slip - Lineal Feet								31.2	35.8
Increase In Average Slip Length									4.6

*Table does not include Basin 8 (30 slips). Basin 8 not being altered.

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Long Beach Slip Mix - Current Inventory City-wide

Slip Size	Alamitos Bay Public *	Shoreline Marina Public	Rainbow Marina Public/Commercial	Marina Pacifica	Bahia	62nd	Spinnaker	Naples	Harbor Lights Marina	TOTAL	%	Cumulative %
< 20	0	0	0	6	2	0	0	25	0	33	1%	1%
20	445	0	0	16	72	5	10	148	0	696	14%	15%
25	369	9	0	89	83	0	73	26	0	649	13%	27%
30	429	503	45	29	73	42	54	107	8	1,282	26%	53%
35	238	436	13	19	21	6	93	58	16	884	18%	71%
40	278	387	19	20	5	5	45	142	4	901	18%	88%
45	95	144	10	2	0	1	10	4	5	266	5%	94%
50	89	77	0	0	0	1	7	14	0	188	4%	98%
55	1	1	0	0	0	0	14	0	0	16	0%	98%
60	21	35	0	0	0	0	0	17	0	73	1%	99%
65	1	0	0	0	0	0	1	1	0	3	0%	99%
70	14	0	0	0	0	0	0	0	0	14	0%	100%
80	16	0	2	0	0	0	0	0	0	18	0%	100%
90	0	0	0	0	0	0	0	0	0	0	0%	100%
100	1	0	0	0	0	0	0	0	0	1	0%	100%
110	0	0	0	0	0	0	0	0	0	0	0%	100%
120	0	0	0	0	0	0	0	0	0	0	0%	100%
Total	**1,997**	**1,592**	**89**	**181**	**256**	**60**	**307**	**542**	**33**	**5,024**	**100%**	

* Existing in Basins 1-8.

Long Beach Slip Mix - Incorporating Proposed Change in Alamitos Bay Marina City-wide

Slip Size	Alamitos Bay Public	Shoreline Marina Public	Rainbow Marina Public/Commercial	Marina Pacifica	Bahia	62nd	Spinnaker	Naples	Harbor Lights Marina	TOTAL	%	Cumulative %
< 20	0	0	0	6	2	0	0	25	0	33	1%	1%
20	~~165~~ 161	0	0	16	72	5	10	148	0	~~416~~ 412	9%	10%
25	~~242~~ 239	9	0	89	83	0	73	26	0	~~522~~ 519	11%	21%
30	~~245~~ 238	503	45	29	73	42	54	107	8	~~1,096~~ 1091	23%	44%
35	~~342~~ 320	436	13	19	21	6	93	58	16	~~958~~ 906	20%	64%
40	~~988~~ 356	387	19	20	5	5	45	142	4	~~991~~ 983	21%	85%
45	~~113~~ 110	144	10	2	0	1	10	4	5	~~284~~ 281	6%	91%
50	162	77	0	0	0	1	7	14	0	261	6%	97%
55	4	1	0	0	0	0	14	0	0	19	0%	97%
60	37	35	0	0	0	0	0	17	0	89	2%	99%
65	0	0	0	0	0	0	1	1	0	2	0%	99%
70	12	0	0	0	0	0	0	0	0	12	0%	100%
80	5	0	2	0	0	0	0	0	0	7	0%	100%
90	4	0	0	0	0	0	0	0	0	4	0%	100%
100	4	0	0	0	0	0	0	0	0	4	0%	100%
110	2	0	0	0	0	0	0	0	0	2	0%	100%
120	1	0	0	0	0	0	0	0	0	1	0%	100%
Total	~~1,676~~ 1655	1,592	89	181	256	60	307	542	33	~~4,765~~ 4,682	100%	

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EXHIBIT # 6
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Alamitos Bay Marina

September 2010
City of Long Beach
Mark Sandoval, Manager of Marinas and Beaches

Slip Mix Position Paper

Recent questions regarding appropriate slip mix in redeveloping marinas has brought into focus what, on the surface, appears to be competing interests for developing recreational opportunities along the oceanfront in our State. However, upon further analysis, it appears that the "right sizing" of slip mixes in new and redeveloped marinas can, in reality, achieve the goals of what heretofore has been viewed as competing interests.

The salient facts are as follows:

- The State's oceanfront is a limited resource, with many competing interests such as wetlands, open space, recreation, residential development and commercial development.
- The development of new marinas, in space that is undeveloped, is a difficult, if not impossible, endeavor given the social and political climate in the State today.
- Existing marinas were built in the 1950s, 1960s and 1970s. They are at, nearing, or even past their physical design life.
- Existing marinas were designed and built at a time when the boating dynamic, and associated demand for in-water storage, was vastly different than it is today.

An important tenet of the State Coastal Plan is maintenance of affordable recreation for the residents of the State. With regards to boating, it is in the best interest of marina operators to maintain that tenet, because the development of future marina customers is dependent on affordable entry-level boating. As a result, it is a widespread fallacy that marina operators are simply looking to cater to the "large-vessel, wealthy" customers. It would be folly for marina operators to ignore the need for entry-level boaters, because they are future customers, and are needed for the future survival of the industry.

A second fallacy is that large vessels generate more revenue for a marina owner/operator. The truth is that the marina industry has historically charged for slips using a lineal foot pricing structure. It is true that the lineal rate increases in direct proportion to slip length; however, when analyzed based on the square feet of water space required by the larger vessels, the reality is that the small slips are generating much more revenue per square foot of water used. Given this fact, if a square-foot pricing structure were used, or a lineal foot structure that is relational with the actual square foot water needs of varying vessel sizes, then the only motivation of a marina operator would be to design a marina with a slip mix that best guarantees that it will stay fully rented.

Long Beach Alamitos Bay Marina

The Alamitos Bay Marina was designed and built in the 1950s and 1960s. The marina contains a disproportionate percentage of small slips. Under the current slip mix in the marina:

- 23% of the slips are 20-foot
- 19% of the slips are 25-foot
- 22% of the slips are 30-foot
- 12% of the slips are 35-foot

Over 75% of the slips are 35-foot and under, a disproportionate share given current slip demand. To support this premise, since January 2009, there has been an average of 234 vacant 20-foot slips and 137 25-foot slips.

The slip mix configuration in the proposed rebuilt marina calls for:

- 10% for 20-foot slips
- 15% for 25-foot slips
- 15% for 30-foot slips
- 19% for 35-foot slips

Combined, approximately 25% of the slips will be 20-foot and 25-foot, and 59% of the slips will be 35-foot and smaller. While the loss of small slips in the proposed marina is significant, it is due to the fact that the marina was designed and built in an era when a 40-foot vessel was considered a "large" vessel. The advent of the fiberglass hull enabled vessel manufacturers to build much larger vessels, and thereby shift the demand for in-water storage. In addition, trailer technology has improved to the point where a 35-foot vessel can be trailered, which is a much more economical method to store a vessel when factoring in slip fees, salt water deterioration and bottom growth. The average slip length in the current marina is 31.2 feet, and would be 35.7 feet in the proposed marina, an increase of 4.5 feet.

The City of Long Beach is a firm supporter of the need to maintain affordable entry-level boating opportunities. The City utilizes a cost recovery approach to marina rate setting, as well as a square-foot pricing structure. Combining these two factors, the only incentive the City has with regards to determining an appropriate slip mix is to develop a marina with the highest potential to stay completely full, which maximizes the recreational opportunity for all, and enables the City to keep marina rates as low as possible. If the City is unable to rent slips due to a lack of demand, it forces rates to increase across the board, in accordance with the square-foot pricing structure, and is thereby detrimental to all current and potential marina recreators, including the small slip users.

The Long Beach Marinas currently have a Waiting List for all sizes, except 20-foot and 25-foot. To be specific, as of August 31, 2010, the Waiting Lists contained:

20-foot	0 (244 vacant)
25-foot	0 (122 vacant)
30-foot	25
35-foot	40
40-foot	21
45-foot	18
50-foot	51
60-foot	45
70-foot	14
80-foot	7

A recent action of the Coastal Commission approved the Channel Islands Harbor Public Works Plan (2006). This Plan mandates that 25% of the slips in the harbor must be under 30-foot, and another 25% must be between 30-foot and 36-foot.

In Long Beach, if the proposed slip mix for the Alamitos Bay Marina was approved, and then added to the private marina slips in Alamitos Bay, the Alamitos Bay (harbor) slip mix would be:

- 13% for 20-foot slips
- 17% for 25-foot slips
- 18% for 30-foot slips
- 16% for 35-foot slips

These percentages are well within the mandates of the Public Works Plan in Channel Islands, as 30% would be under 30-feet, and another 34% would be between 30-feet and 36-feet. Even if the Channel Islands Public Works Plan mandates were imposed on the Alamitos Bay Marina alone, it would still meet the mandate because 25% of the slips are planned at under 30-feet, and another 34% are between 30-feet and 36-feet.

In summary, it appears to be a disservice to the industry, and counter to the objectives of the State Coastal Plan, to concentrate on "slips lost" as a criteria to how a redeveloped marina should be built. Marina after marina has demonstrated that the demand for small slips is far less than the supply. Since the space for waterfront recreation is such a limited and valuable asset, it makes no sense to develop it with small slips knowing that it will go unused. In the case of Long Beach, that problem would be further exacerbated by the fact that unused water space would force all rates up, adding a greater disincentive to waterfront recreation.

In conclusion, the Alamitos Bay Marina design did not contemplate "lost slips due to ADA and/or new DBW standards." Although ADA and DBW standards are incorporated into the marina design, the slip mix is predicated on an attempt to ensure that customers of all sizes of vessel are equally served by the marina, and that the marina has the optimum chance to stay full for the entire design life of the marina, thereby resulting in the lowest possible slip rates, and enhancing waterfront recreation opportunities.

LONG BEACH MARINA - VACANCY COUNTS

	20-FOOT			25-FOOT			TOTAL
	Current	Filled	Vacant	Current	Filled	Vacant	
January 2006	445	318	127	378	459	(81)	46
February 2006	445	314	131	378	458	(80)	51
March 2006	445	313	132	378	465	(87)	45
April 2006	445	312	133	378	453	(75)	58
May 2006	445	310	135	378	460	(82)	53
June 2006	445	311	134	378	460	(82)	52
July 2006	445	308	137	378	451	(73)	64
August 2006	445	305	140	378	453	(75)	65
September 2006	445	303	142	378	453	(75)	67
October 2006	445	300	145	378	460	(82)	63
November 2006	445	297	148	378	456	(78)	70
December 2006	445	288	157	378	451	(73)	84
January 2007	445	289	156	378	449	(71)	85
February 2007	445	285	160	378	446	(68)	92
March 2007	445	284	161	378	446	(68)	93
April 2007	445	280	165	378	443	(65)	100
May 2007	445	280	165	378	440	(62)	103
June 2007	445	279	166	378	437	(59)	107
July 2007	445	274	171	378	434	(56)	115
August 2007	445	271	174	378	434	(56)	118
September 2007	445	270	175	378	429	(51)	124
October 2007	445	268	177	378	431	(53)	124
November 2007	445	264	181	378	428	(50)	131
December 2007	445	260	185	378	428	(50)	135
January 2008	445	259	186	378	426	(48)	138
February 2008	445	260	185	378	425	(47)	138
March 2008	445	235	210	378	333	45	255
April 2008	445	235	210	378	332	46	256
May 2008	445	235	210	378	332	46	256
June 2008	445	235	210	378	332	46	256
July 2008	445	237	208	378	333	45	253
August 2008	445	235	210	378	330	48	258
September 2008	445	235	210	378	330	48	258
October 2008	445	233	212	378	326	52	264
November 2008	445	235	210	378	325	53	263
December 2008	445	235	210	378	323	55	265
January 2009	445	229	216	378	310	68	284
February 2009	445	221	224	378	242	136	360
March 2009	445	220	225	378	244	134	359
April 2009	445	222	223	378	247	131	354
May 2009	445	222	223	378	248	130	353
June 2009	445	215	230	378	249	129	359
July 2009	445	214	231	378	238	140	371
August 2009	445	214	231	378	235	143	374
September 2009	445	214	231	378	228	150	381
October 2009	445	207	238	378	222	156	394
November 2009	445	208	237	378	220	158	395
December 2009	445	208	237	378	202	176	413
January 2010	445	213	232	378	248	130	362
February 2010	445	197	248	378	229	149	397
March 2010	445	196	249	378	237	141	390
April 2010	445	199	246	378	241	137	383
May 2010	445	200	245	378	245	133	378
June 2010	445	201	244	378	247	131	375
July 2010	445	199	246	378	253	125	371
August 2010	445	201	244	378	256	122	366
September 2010	445	202	243	378	257	121	364
October 2010	445	201	244	378	251	127	371
November 2010	445	196	249	378	247	131	380
December 2010							

LONG BEACH MARINA- FREE DOCK SPACE

PERMIT	SLIP	SLIPFEET	ORGANIZATION
27663	0059	50	CRAB POT GUEST SLIPS
27373	0664	21	BANCAP
27947	0817	20	SEAL BEACH YACHT CLUB
16080	1061	20	CSULB-BIOLOGY DEPT
10784	1298	30	CSULB
25560	1578	25	ACCESS TO SAILING
25561	1582	25	ACCESS TO SAILING
27870	1583	20	LONG BEACH SAILING FOUNDATION
25562	1584	25	ACCESS TO SAILING
27872	1585	20	LONG BEACH SAILING FOUNDATION
25805	1588	25	L B Y C
28592	1589	20	ACCESS TO SAILING, INC
25563	1591	20	ACCESS TO SAILING
27574	1605	20	CSULB STUDENT SERVICES
27869	1612	16	LONG BEACH SAILING FOUNDATION
27875	1613	16	BOY SCOUTS OF AMERICA
27871	1614	16	LONG BEACH SAILING FOUNDATION
25855	1616	20	BOY SCOUTS OF AMERICA
25858	1631	20	BOY SCOUTS OF AMERICA
25860	1633	20	BOY SCOUTS OF AMERICA
27243	1652	20	BOY SCOUTS OF AMERICA
25857	1654	20	BOY SCOUTS OF AMERICA
25861	1656	20	BOY SCOUTS OF AMERICA
25853	1658	20	BOY SCOUTS OF AMERICA
25854	1662	20	BOY SCOUTS OF AMERICA
27242	1667	20	BOY SCOUTS OF AMERICA
43577	5065	30	ACCESS TO SAILING
1343988	5066	30	ACCESS TO SAILING, INC
28607	7001	22	PACIFIC COAST SAILING FOUNDATION
27878	7006	25	PACIFIC COAST SAILING FOUNDATION
27880	7008	25	PACIFIC COAST SAILING FOUNDATION
27879	7010	25	PACIFIC COAST SAILING FOUNDATION
27881	7012	25	PACIFIC COAST SAILING FOUNDATION
27882	7014	25	PACIFIC COAST SAILING FOUNDATION
27884	7016	25	PACIFIC COAST SAILING FOUNDATION
29006	7018	25	PACIFIC COAST SAILING FOUNDATION
29005	7020	25	PACIFIC COAST SAILING FOUNDATION
29007	7022	22	PACIFIC COAST SAILING FOUNDATION
1343193	7023	20	CSULB SAILING ASSOC
29008	7024	22	PACIFIC COAST SAILING FOUNDATION
1343195	7025	24	CSULB1 SAILING ASSOC
29003	7026	25	PACIFIC COAST SAILING FOUNDATION
29004	7028	22	PACIFIC COAST SAILING FOUNDATION
1343194	7029	20	CSULB2 STUDENT SERVICES
1342987	GG-08	30	ACCESS TO SAILING
1343869	GG-09	30	ACCESS TO SAILING
46211	GG-41	50	OCEAN CHALLENGE
TOTAL	47	1,116	Lineal Feet of Free Mooring

LONG BEACH – PUMP-OUTS

Downtown:

Shoreline Marina Dock A – Harbormaster's Dock (2 pump-outs)

Rainbow Harbor Entrance – Dock 10 (2 pump-outs)

Alamitos Bay:

A Harbormaster's Dock (2 pump-outs)

B Berth 4, Adjacent to Navy Yacht Club (1 pump-out)

C Basin 6 South (1 pump-out)

D Davies Launch Ramp Dock (3 pump-out pipes)

Private Services: (Mobile)

Royal Flush

Dolphin Marine

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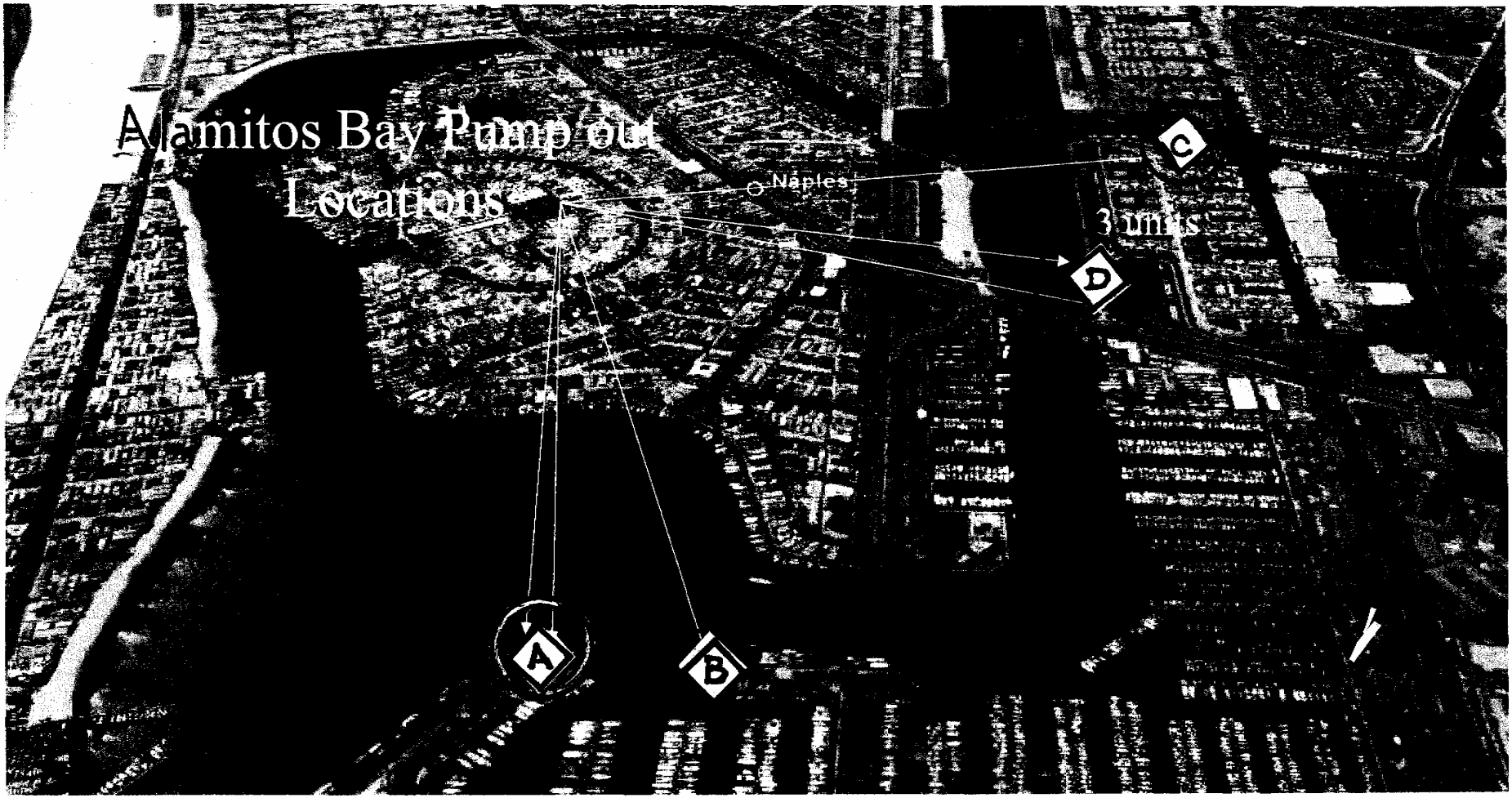
Alamitos Bay Pump-out Locations



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LONG BEACH - LAUNCH RAMPS AND HOISTS

Downtown:

South Shore Launch Ramp (24-hours)

Beach:

A Granada – personal water craft

B Claremont – small sail vessels

Alamitos Bay:

C Davies – 24-hours a day

D Marine Stadium – 8 a.m. to dusk

E Leeway Sailing – small non-motorized

F Sea Scout base – proposed hoist

G Marina Shipyard – private hoist open to public for a fee

Launch Ramps and Hoists

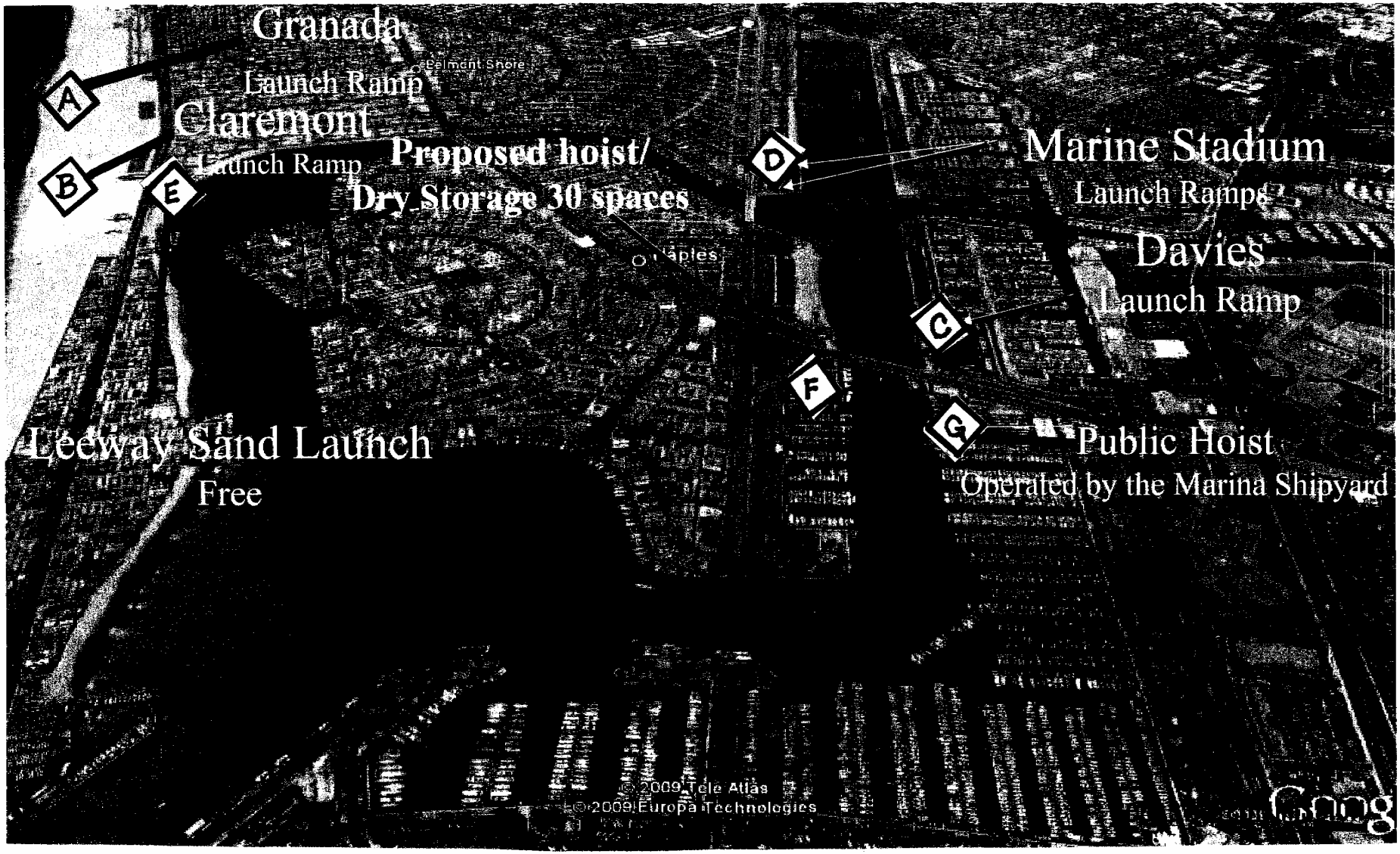

EXHIBIT # 10
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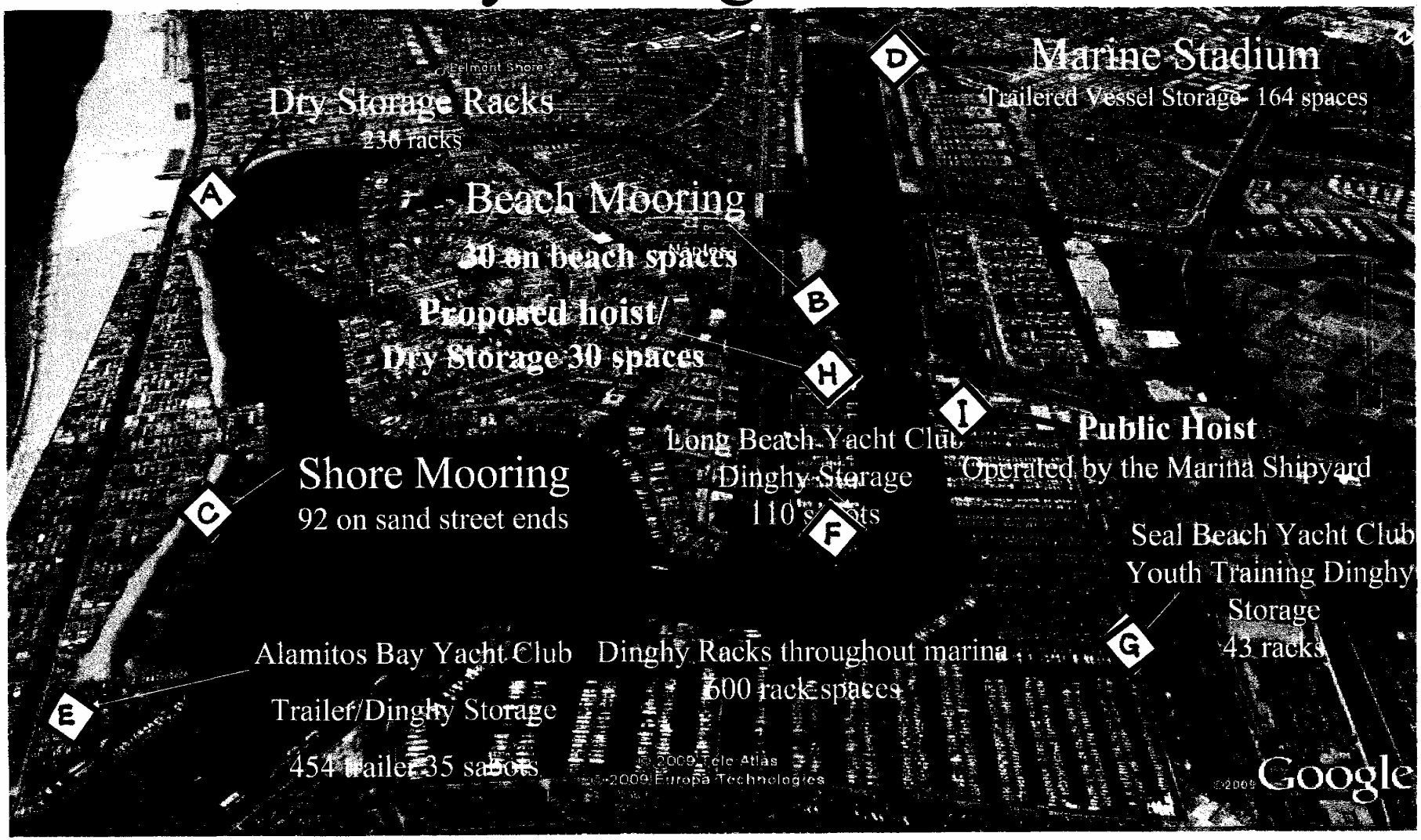
LONG BEACH – DRY VESSEL STORAGE AREAS

	Location	Number of Vessels
A	Beach Racks	236
B	Beach Sandstakes	30
C	Shore Sandstakes	92
D	Trailered Storage Marine Stadium	164
E	ABYC – Trailered	454
E	ABYC – Racks	35
F	LBYC – Racks	110
G	SBYC – Racks	43
H	Basin 4 (proposed spaces)	30
I	Marina Shipyard Hoist	
	TOTAL	**1,194**

Dry Storage Areas



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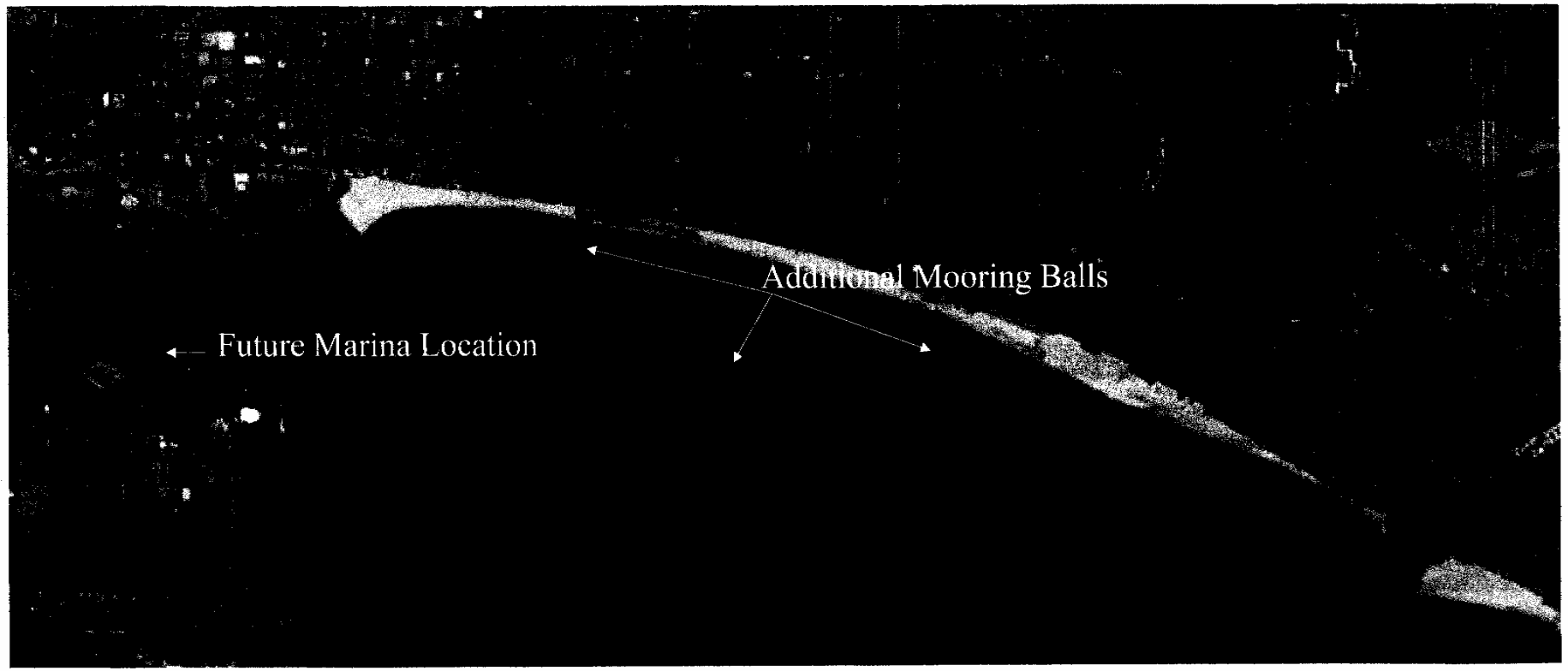
Potential Future Vessel Mooring



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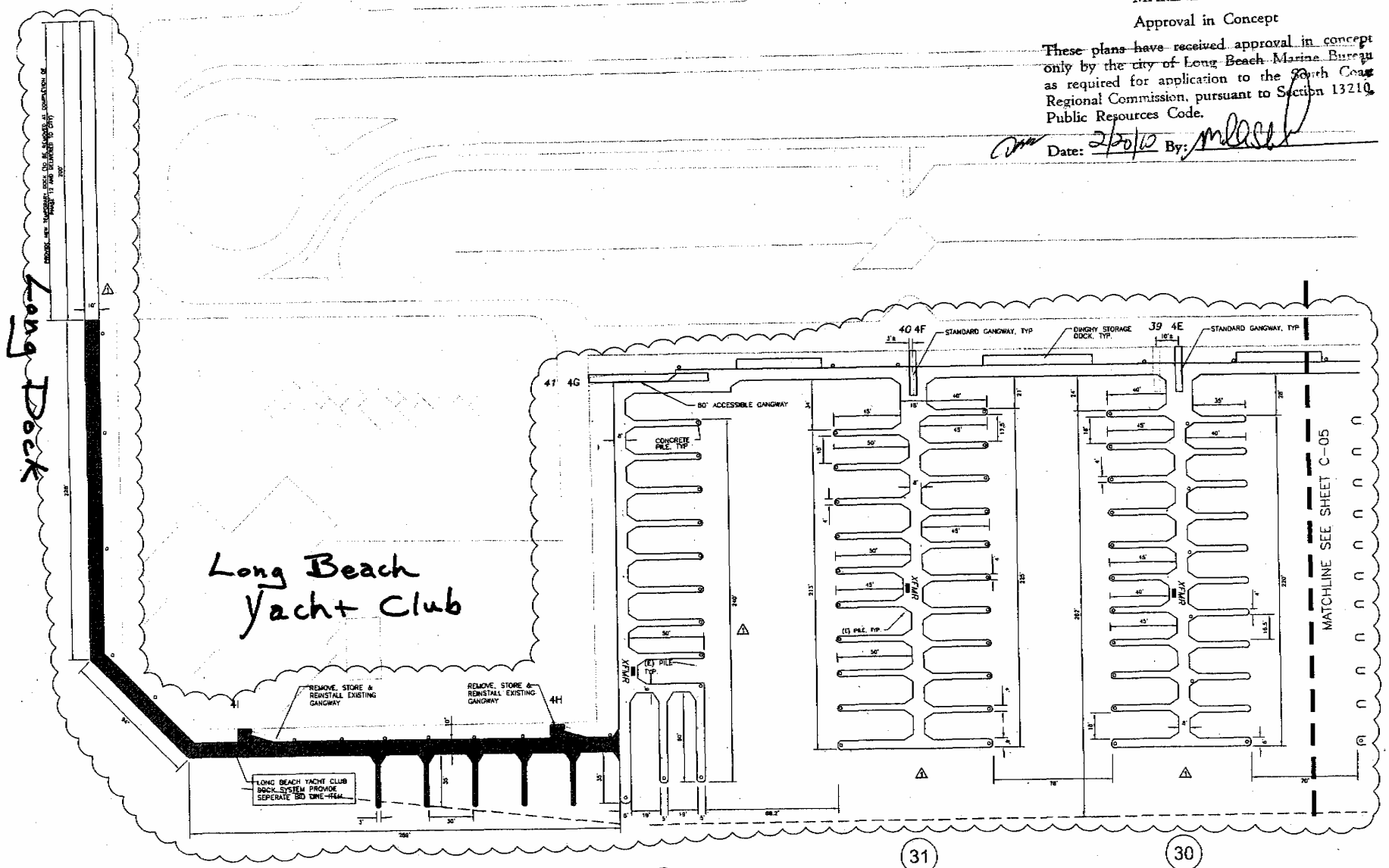
MARINE BUREAU

Approval in Concept

These plans have received approval in concept only by the city of Long Beach Marine Bureau as required for application to the South Coast Regional Commission, pursuant to Section 13210, Public Resources Code.

Date: 2/20/10 By:



NOTES:

1. THE DIMENSIONS SHOWN HAVE BEEN SET USING DEPARTMENT OF BOATING AND WATERWAYS GUIDELINES AND TO FIT WITHIN EACH OF THE PHASING AREAS. THE DESIGN/BUILD CONTRACTOR DURING THE DESIGN PROCESS MAY SUGGEST CHANGES AS REQUIRED TO FIT THE SYSTEM BEING USED. HOWEVER, ANY DIMENSION CHANGES MUST BE APPROVED BY THE CITY'S CM PRIOR TO SHOP PLAN SUBMITTAL.

2. PILING SHOWN IS SCHEMATIC FOR THE LAYOUT SHOWN AND IS FOR INFORMATION ONLY. THE DESIGN/BUILD CONTRACTOR MAY SUBMIT A DIFFERENT LAYOUT FOR THEIR SYSTEM. STRUCTURAL CALCULATIONS WILL BE REQUIRED TO PROVE THE PILE DESIGN AND THE FLOAT SYSTEM ARE STRUCTURALLY CAPABLE OF TAKING IMPOSED LOADS. DOCK PILES MUST ALL BE CONCRETE, ROUND, AND MAXIMUM DIAMETER OF 18".

Basin 4

LEGEND

(2)	NEW DOCK REFERENCE
4F	NEW GANGWAY REFERENCE
39	EXISTING GANGWAY REFERENCE
○	(E) PILES TO BE REMOVED. SHOWN FOR INFORMATION ONLY.

SCALE: 1" = 30'-0"

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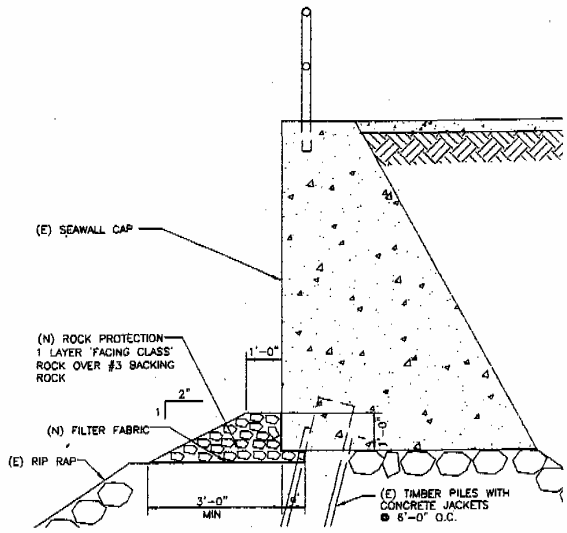
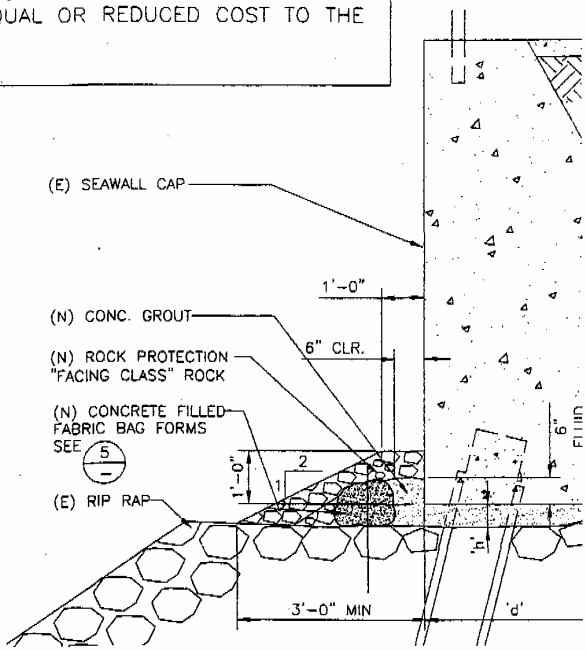
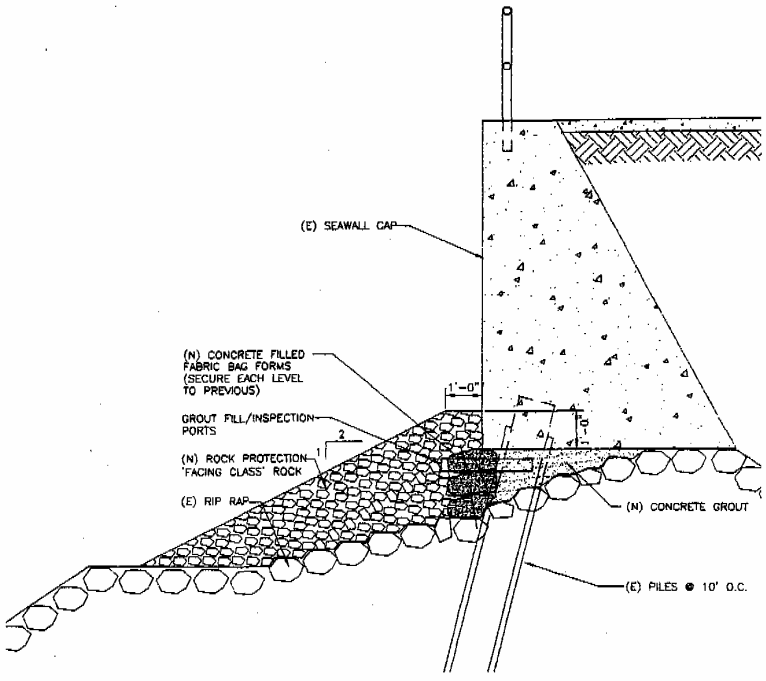
ALL REPAIRS SHOWN ON THIS SHEET ARE CONCEPTUAL. THE DESIGN BUILD TEAM MAY UTILIZE ALTERNATE REPAIR METHODS WHICH IN THE CITY'S OPINION RESULT IN EQUAL OR BETTER QUALITY AT A EQUAL OR REDUCED COST TO THE CITY.



ROCK PROTECTION, 'd'≤1' (3)



VOID REPAIR, 'h' <6" & 'd'>1' (1)



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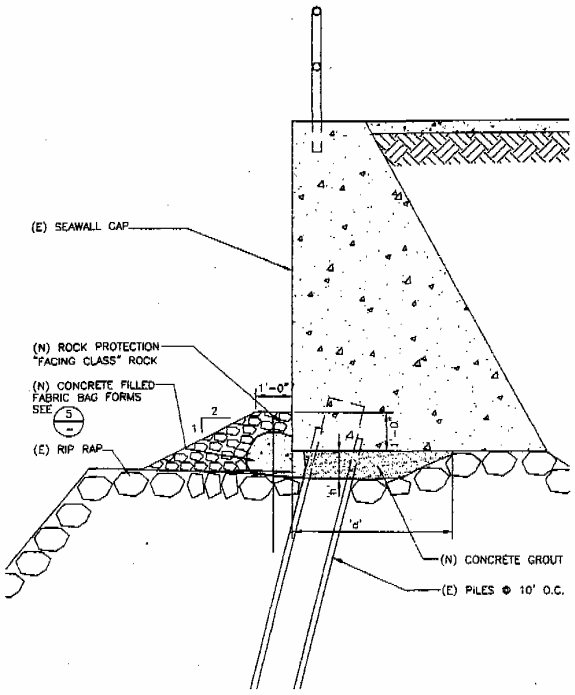
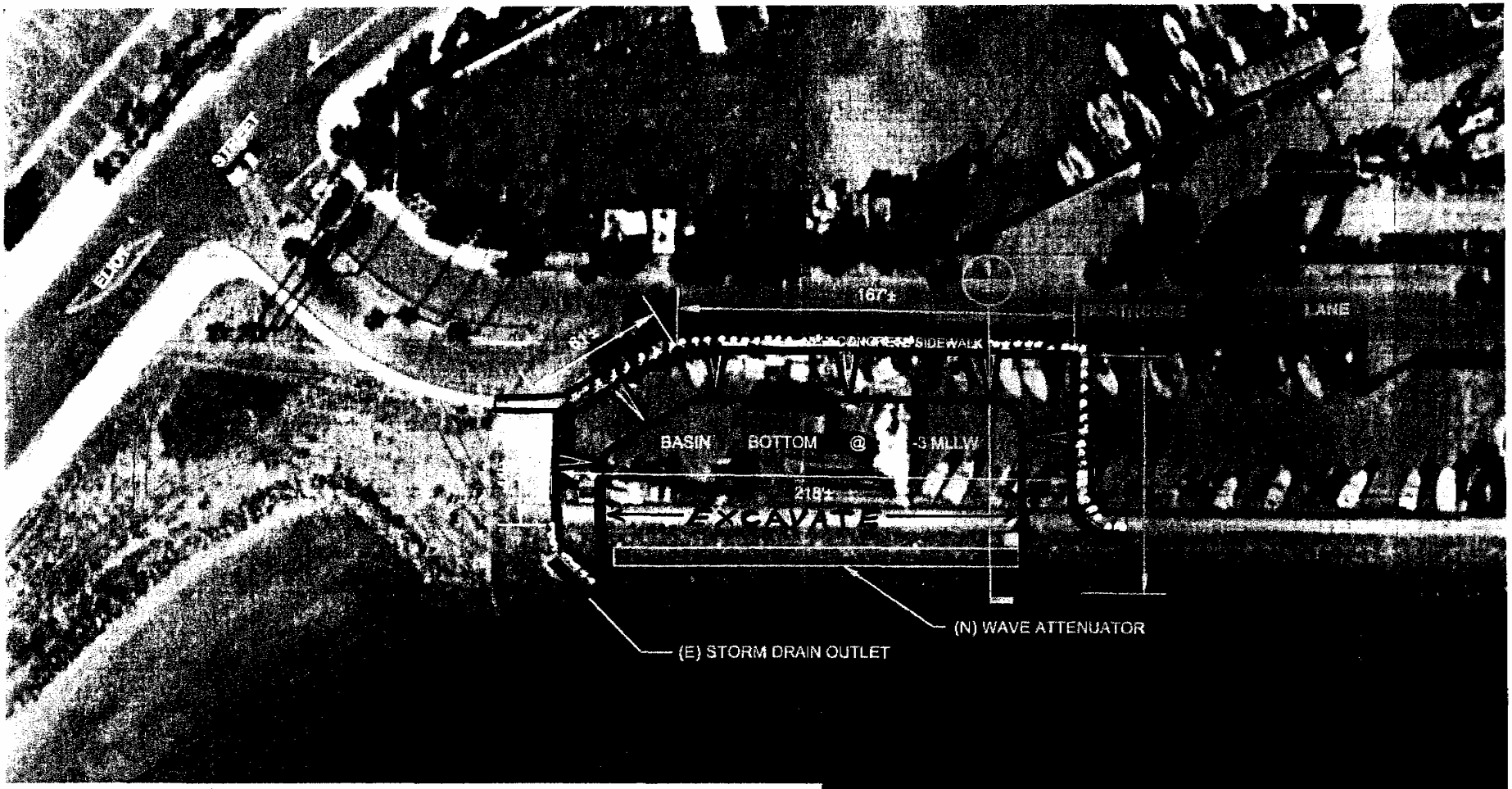
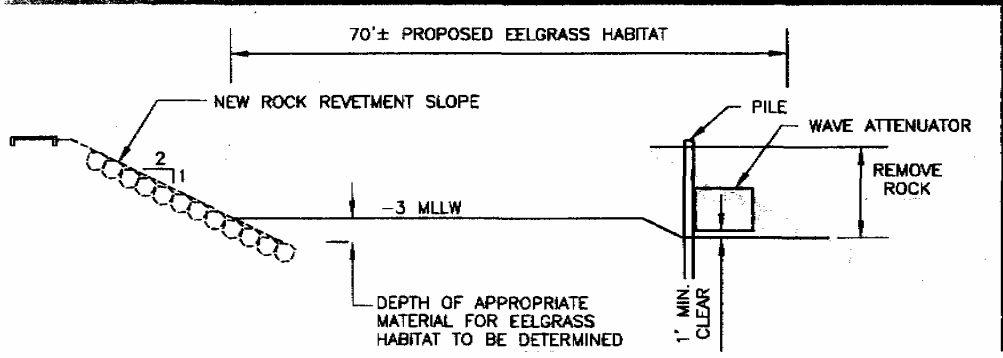


VOID REPAIR, 'H'>6" & 'd'>1' (2)

Seawall Repairs





Eelgrass Mitigation Site

N

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Results of Marine Stadium Eelgrass Survey, May 9-11, 2005

Horizontal Datum; California State Plane 5, NAD 83

Coastal Resources Management
May 2005

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Chuck Posner

From: commonsense-sayssavthefence@fastmail.fm [cacrewood8@fastmail.fm]
Sent: Tuesday, December 14, 2010 10:50 AM
To: cacrewood8@fastmail.fm; cc0164@staplescopycenter.com
Cc: Chuck Posner
Subject: Fwd: LONG BEACH ALAMITOS BAY MARINE RE BUILD PLAN:ISSUES OF CONCERN:BY LAURENCE B. GOODHUE

P R E F A C E

Informed,reasoned,sober minds understand and support-A long over due- re build and upgrade of the Marina which needlessly has fallen into dis repair resulting from a boating adverse management;uncertified,unschooled,untrained and untrustworthy in matters Marine.

The epi center of the objections are rooted in the WAR FOOTING said management has adopted and embraced toward:

I.The California Coastal Act provisions dealing:
A.Slip mix size-kicking out smaller boats to make room for larger boats.
B.Destruction,Elimination,Reduction of small boating FACILITIES AND AND WATERWAYS by:
1.Eliminating existing dry storage areas to create off setting mitigation required
by:
1.Enlarging footprints of existing Basins therein;CONSTRICTING,NARROWING,REDUCING
active,transit lanes of the Inland Waterways of the United States--impacting
thousands of boaters--ALL IN AN ATTEMPT TO ALLOW 12-14 boaters to LIQUOR UP
at their favorite watering hole(LBJC) after a day on the water

2.Creation of a new-oversize long dock at a connecting choke point in the water
way(entrance and exit to and from Long Beach Marine Stadium and Alamitos Bay.)

11, The City Long Beach and California State Land Mark Statues protecting said waters of the Long Beach Marine Stadium-rowing course for the Xth Olympiad-the egis of
which flows to AQUA---not TERRA FIRMA.

III. Common sense

Staff and Commission invited-and indeed,urged to read the attached series of articles from the Long Beach Telegram and other local media that document and chronicle the wide body of concerns over the ENLARGED FOOT PRINT(Basin Four(4) as well as the proposed new long dock-which portends the size of the large boats it is designed to service.Said dock is:
1.One third the water line of the Queen Mary.
2.But 65 shorter than a Virgina Class submarine.
3.The length of the United States Coast Guard's Eagle.
4.The length of two Secretary Class Cutters

Read for your self,WHAT THE CITY OF LONG BEACH OFFICIALS WERE TO LAZY TO READ:

5-10-263
COASTAL COMMISSION

From the March 13,2009 Press Telegram Article by Doug Krikorian:Note have attached:
1.A copy of the article clipped from the Press Telegram.

EXHIBIT # 16
PAGE 1 OF 9

2,A copy of the article which,at my request,the Editor of Press Telegram sent me-:

A.So size of the type would be larger-easier to read.
B.Provenance--purposes-directly from Editor of Press Telegram.

NOTE the dubious justification of Mr.Sandoval(Applicant)...:"I have other stakeholders like dragon boaters that I have to pay attention to,This is not just about the rowers"

Respectfully,the Commissison needs to ask themselves-Long Beach Officials refused to ask themselves:

HOW DOES: Constricting,narrowing,reducing the ACTIVE TRANSIT LANES OF THE INLAND WATER WAYS OF THE UNITED STATES(turning said waters into a parking lot for but a handful of monied(501-C3) boats whose owners want to liquor up at their favorite watering hole-after a day of,or in preparation for big money races---BENEFIT-

A.Dragon Boaters?	It does not!
B.Board Sailors.?	It does not!
C.Canoeists?	It does not!
D.Outriggers?	It does not!
E.Paddle Boarders?	It does not!
F.Rowers?	It does not!
G.Power Boaters?	It does not!
H.Other Sailboaters?	It does not!
I Water Skiers?	It does not!

In sum--circa 2500-3000 boaters are NEGATIVELY IMPACTED so a handful of larger boats--which should be home ported in the Downtown Marina--can impregnate:

1.California State Historic Land Mark--Protected Waters of Long Beach Marine Stadium.
2.City of Long Beach Historic Land Mark=Protetced Waters of Long Beach Marine Stadium.
3.Active Transit Lanes of the Inland Water Ways of the United States

It should be noted the egis of the Historic Land Mark Statues flows 365 days a year--not just on special event days.The moving legislation of the Land Mark Statues notes the continuous daily use,365 days a year for racing,and or practice,training and recreational boating.

It should be noted also: though the headwaters of the 1968,1976,United States Olympic Rowing course(the start mark for which is circa 300 meters SOUTH of the starting line of the 1932 Xth Olympia Rowing Course-on a line running down the center of Angelo Walk-extending across the Marine Stadium)THE 1968,1976 start line is marked by a surveyor's mark embedded in the concrete sidewalk-a few feet from the top of the current LBYC long dock ramp--those waters(1968,1976---AS IS THE XTH OLYMPIAD COURSE are protected by California State Coastal Law==which prohibits,elimination,destruction,reduction of small boating facilities unless, similar facilities can be found in the immediate area.

Finally the proposed off setting mitigation site at the North East end of the Marine Stadium is also at war with Coastal Law in that it would eliminate the de jure home base for not only the dozen rowing shell trailers--as well as dry storage space for a range of other small boating recreationists.

Laurence B.Goodhue
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90803

--

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Provenance and Import of Long Beach Marine Stadium Fencing

In 1933, pursuant to the unanimous vote of the Long Beach City Council, the city designed, acquired and installed a chain link fence to encompass the Long Beach Marine Stadium/Rowing Venue for the rowing events of the Xth Olympiad and 1968, 1976 & 1984 United States Olympic trials. The legislative intent of said action, which reflected the intent of the community, was well chronicled in local, regional, state, national and world press by one of the preeminent sportscasters of the day, Damon Runyon. Attached is a color photograph of the original copy of drawing No. B-236; City Engineers Office – Chain link fence surrounding the Marine Stadium, November 1933. The original framed copy, hangs in a home overlooking the stadium. The desire and intent of the city to protect this unique recreational boating venue, is further memorialized in the official Xth Olympiad game program, on file with the Long Beach Public Library and the Library of Congress, a copy of which is attached.

The dictum of the intent is welded into a series of actions which span over seventy-five years and include the determinations and judgments of nearly three hundred council and commission board members, supervisors, attorneys general and six governors.

The Magna Carta for the venue in chief is found within Deed #753: Deed of Trust (June 12, 1923) between San Gabriel River Improvement Company and the City of Long Beach, which grants lands to the city AND REQUIRES THE CITY to create a boating venue; Council Resolution #C2795 - accepting the gift subsequent to council action directing the city manager to enter into agreements with the Secretary of War for purposes of dredging.

The history of this unique boating venue is near overwhelming. This executive summary, with attached copies of documents and photographs, is transmitted to the new mayor and council person, both fine people, but relatively new to our fair hamlet. It is being thus transmitted with the suggestion that, when time permits, they make arrangements with the Director of Library Services to review the secured collection of articles, documents and photographs relative to this city and state landmark, which their office warrants them to protect and preserve.

Under separate cover, will come in a few days, the manifest evidence of the costly consequences of failing to protect one of the city's most cherished and valuable assets, vis-à-vis the removal of critical sections of fencing by the errant and obtuse, who on little more than a whim dejure, thumbed their nose at three quarters of a century's dictum, the combined judgment of the above referenced three hundred reasoned minds, as well as the LBPD who advise against its removal.

----- Original message -----
From: "John Futch" <john.futch@presstelegram.com>
To: cacrewood8@fastmail.fm
Date: Mon, 16 Nov 2009 11:42:22 -0800
Subject: Krikorian

Long Beach Press-Telegram (CA)
March 13, 2009
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Page: 1C

The Great Waterway Debate continues

Article Text:In **the** latest chapter of **the** Long Beach Rowers vs. Mark Sandoval in what has become known as **the Great** Alamitos Bay **Waterway Debate**, well, nothing of note can be reported except I found out that one member of **the** Marine Advisory Commission belongs to **the** Long Beach Yacht Club. "You're wasting your time coming here today," Sandoval told me before Thursday's 2:30 meeting got underway at **the** LBYC's second-story banquet room in which **the** Marine Advisory Commission was supposed to announce its non-binding recommendations about Sandoval's controversial $88 million (!!!) dream known stirringly as **the** Alamitos Bay Rebuild Project. "Why?" I wanted to know. "I believe **the** Marine Advisory Commission is going to have a couple of more public meetings before it makes a decision," he said. And, presto, Mark Sandoval turned out to be on target. **The** Marine Advisory Commission's chairman, a Mr. Bradley Whyte, announced that his august albeit pruned down body - it has only six members because **the** brilliant Long Beach mayor, Bob (Bananas) Foster, for some unfathomable reason has failed to fill three vacancies - would render a verdict after listening "to other stakeholders with views slightly different than that of **the** rowers." **The** other stakeholders, of course, are **the** big boaters like, well, Mr. Bradley Whyte, who has resided with his wife in a 42-foot yacht at **the** Shoreline Marina for **the** past 14 years. "Oh, I know where you stand on this issue," I kidded Mr. Whyte, an affable gentleman with a sense of humor befitting that of a salesman, which he is. "Oh no, I have a totally open mind on this issue," he asserted. "I'm a rower myself. You come to my boat, and you'll see a scull on it." Being a true investigative reporter, I do plan to take Mr. Whyte up on his offer, but I'll be sneaky and won't tell him when I'll show up just to make sure there really is a scull aboard his vessel. Mr. Whyte does admit, though, he would like a more fair and balanced turnout at **the** next public gatherings that haven't been scheduled, meaning he would like to hear from a lot of people who aren't angry about Sandoval's proposal to narrow **the waterway** between **the** Second Street Davies Bridge and **the** LBYC up to 35 feet, according to Sandoval's

calculations, or 90 feet, according to the rowers' calculations. "But if narrowing the waterway and sticking a new dock besides the LBYC like Sandoval proposes eliminates rowers' lanes and poses serious safety issues, why narrow the waterway?" I asked Mr. Whyte. "I want to find out myself what impact it will have on the waterway," he replied. Good. I do, too, and just can't wait to attend the next two meetings of this thickening drama that was pretty tame Thursday compared to the tense atmosphere that pervaded in the first showdown staged last week at the Peter Archer Rowing Center. In that one, one person after another got up and informed Mark Sandoval in no uncertain terms that he was committing a heinous maritime disaster. This one was quite docile, as Mark Sandoval even showed he is quite an environmentalist, as he displayed a box overflowing with letters to his office that I'm sure weren't exactly praising his work. "Please, don't waste paper ... save the trees," he pleaded. "If you want to protest, do it through e-mail." I asked Bradley Whyte if there was anyone on his panel who belonged to the Long Beach Yacht Club, expecting no one to be since anyone who was would be in clear conflict of interest. But darned did one gentleman, a Mr. Peter Hogensen, raise his hand. "I didn't even know that," said Mr. Whyte. Should Peter Hogensen now recuse himself from this affair, since, after all, the Long Beach Yacht Club stands to benefit from Mark Sandoval's plan. I have no idea, although I must admit, even though Thursday's meeting was at the LBYC, the only side that was doing any protesting was that of the rowers. "Wouldn't it be nice after 20 years on the job that your legacy would be that you helped a lot of young kids in rowing?" one guy told Sandoval, whose extraordinarily poofed-up gray hair seemed to stand up even straighter at this comment. There were, as always, some unusual remarks from a few of the 40 or 50 people who were present, like the one from the lady wanting to know the status of kite-flying instruction on the beach and another one from a person saying the entire Alamitos Bay marinas should be down-sized. "Can't you do your project without narrowing the waterway between the Davies Bridge and the Yacht Club?" I asked Sandoval. "I have other stakeholders like dragon boaters that I have to pay attention to," he said. "This is just not about the rowers." Maybe so, but the rowers are the only ones so far to have articulated their position... No matter what unfolds in the Big West Tournament in which his team opens play tonight, Long Beach State coach Dan Monson already has done an extraordinary job of reviving the 49ers' men's basketball program. How will it do this weekend? "If we sustain our focus, I think we'll do well," says Monson. "If we don't we'll get beat. It's that simple." What isn't simple to explain has been the 49ers' tendency in recent weeks to lose their concentration, which they did in the agonizing closing moments of last Saturday's one-point loss (76-75) to UC Santa Barbara when they committed three turnovers in a row that resulted in their squandering a four-point lead. "We've played good enough in spurts, but we haven't been able to sustain it now for almost two months," says Monson. "We haven't won back-to-back games since the middle of January. "Why? I think it's a combination of things. One, youth (Monson starts four freshmen). Two, changing the culture of the program. It's a process and doesn't happen overnight. We haven't learned to go for the jugular yet. And, three, talent. There's just not that much separating us from our Big West opponents. Our margin of error is thin." Monson says he's warned his team what will happen if it continues its recent flameouts. "We're going to have to play hard and keep focused for 40 minutes," he says. "I told them if we don't and we let down for three or four minutes, our season

Hit with a wave of dissent

DOUG KRIKORIAN

Sandoval

Van Blom

They came out en masse to the Peter Archer Rowing Center the other evening to protest the controversial $88 million — yes, $88 million! — Alamitos Bay Marina Rebuild Project being proposed by Mark Sandoval, Marine Bureau manager.

There were around 200 people jammed into the building's main conference room, and not one person voiced support for Sandoval, who's become Public Enemy No. 1 in Long Beach among rowers, kayakers, fishermen, paddle boarders, sail boaters and various other aquatic oriented souls.

Natch, the most vociferous opponents of Sandoval's dream, the Olympic Rowing Couple, the Van Bloms, John and Joan, were present as were Third District Councilman Gary DeLong, Long Beach Parks, Recreation & Marine Director Phil Hester, Hall of Fame surfer Jericho Poppler, the former Wilson High principal Keith Hansen and wife Carol, the former Los Angeles County Assistant Fire Chief Larry Hambleton and wife Theresa, the daughter of the late Peter Archer, Robyn Archer, the revered Long Beach City College chemistry professor Dr. Mary Perrot, the famed USC Medical School professor Dr. Juan Felix and even a guy actually named Don Trojan, who said he wasn't even a USC loyalist and revealed he was, instead, a Long Beach State graduate.

For some strange reason, the illustrious mayor of Long Beach, Bob (Bananas) Foster, wasn't there, although Sandoval told me later Foster was monitoring the situation (that's political speak for saying ol' Bananas is steering safely clear of such contremps).

Before the event commenced, the tone of it was set when the chairman of the Marine Advisory Commission, a feisty, bewhiskered gentleman named Bradley Whyte, asked if there was anyone present who favored Sandoval's plans.

"Yeah, the captain of the

DOUG/C4

Will Mark Sandoval's dream wind up in the dus of history like Robbins' bi

DOUG

FROM PAGE C1

Exxon Valdez is here in the back," shrieked one wiseacre, in reference to the infamous 11,000-square mile oil spill at Prince William Sound, Alaska in 1989 that spewed forth from the Exxon Valdez.

Poor Mark Sandoval.

You talk about a guy entrapped in a lion's den.

Blessedly, no one threw any shoes at him, but tempers flared on occasion and the atmosphere was thick with tension.

Oh, there were a few city bureaurats, including one specializing in the EIR (Environmental Impact Report), there to lend him support, as was his wife Tricia, but they were slightly outnumbered by the passionate dissenters.

"Why would you subject yourself to this?" I asked Sandoval beforehand.

"This is my job. . .and I believe in what I'm doing," he said.

"I don't think we're that far apart anyway on this issue. There can be some give-and-take on both sides, and things will be worked out."

The gray-haired, burly, even-tempered, 6-foot, 240-pound Sandoval, a one-time Bishop Montgomery High football player who grew up in San Pedro and now resides in Long Beach, started the proceedings by patiently detailing his modernization vision of Alamitos Bay.

Like a professor addressing rabble-rousing students, he pointed to photographs on a video screen to the changes he would like to effect, and, of course, the one that has the rowers in an uproar is his desire to narrow the waterway between the Davies Bridge and Long Beach Yacht Club and stick another dock on the other side of the LBYC.

"Contrary to what has been said about the waterway being narrowed by 90 feet, we're going to cut the width down from 326 feet to 291, which means a loss of only 35 feet of water," he said amid murmurs from the crowd.

He recited a few other goals — he wants more big boat slips, he wants new restrooms installed, he simply wants change after nearly 60 years of marina immutability — and then the fun started.

It was the people's turn — and, oh, did they take advantage of the opportunity.

One person after another — Girl Scout leaders, rowers, teachers, boaters, fishermen, mothers of junior rowers, businessmen, doctors, massage therapists, retirees, computer nerds and insufferable windbags who, frankly, had me on even a greater brink of insanity than usual — marched up front and informed Mark Sandoval in no uncertain terms that he was changing the planet Earth as we know it, or at least Alamitos Bay as we know it.

"You're wrong. . .the waterway is going to be narrowed by 90 feet," boomed John Van Blom, as he pointed to a blown-up engineer's drawing of Sandoval's plan that was mounted on an easel.

The room erupted in cheers.

The general theme of the demurrers was that the rowing lanes — already down to four — could be cut in some stretches to just one and that combined with the proposed new dock at the LBYC posed frightening safety issues for everybody in the area.

"It's dangerous enough as it now, and it's only going to get more dangerous if your proposals go through," said one guy.

I have no idea, but I do know Mark Sandoval is marching gallantly forward despite the prohibitive cost a spectacularly ominous fina cial climate.

"How in tarnation are you going to pay for it?" I asked Sandoval.

"We have a $21 million loan from the state of Califor nia," said Sandoval, and Cali fornians wonder where our tax money goes. "And we can float a bond for $67 million. We can pay for it with the $2 1/2 million annual net incom we derive from our boat slips."

The next showdown in this continuing drama will occur Thursday afternoon at 2:30 a a more favorable site for Mark Sandoval, the Long Beach Yacht Club, whose membership doubtless views Sandoval as a Great Savior.

The Marine Advisory Commission's six members will b at this little get-together and will reveal their non-binding recommendations that will forwarded to the City Planning Commission and City Council.

"For sure, we'll have a big turnout again," warns Joan Van Blom, who, paraphrasing Winston Churchill, promises her side will fight on the oceans and the beaches, will fight in the fields and the streets, will fight in the air and the hills, will fight with growing confidence and strength and will never surrender.

It went on like this f eternity — OK, the gabi didn't quite reach three even though it seemed days — until Bradley W stood up and heroically to the rescue by saying, think it's about time for us to go home to our fa

Unless someone has s thing different to say."

And, would you believ one guy kept it going wl he walked up and comp the Sig-Alert waterway t feared by Sandoval's pro to the parking shortage i Belmont Shore — and th gave a weird dissertation the latter.

Oh yes, I must not for about some other bloke spoke of the three dolphi recently seen at Marine S dium, intimating if Sand gets his way those dolphi might never return.

I swear I haven't heard such craziness since Leste William Robbins once up long time ago vainly attempted to stick an athl facility at El Dorado Park.

A Sig-Alert on Long Beach's waterfront

DOUG KRIKORIAN

Hell hath no fury like a woman rower scorned.

Or at least not one who believes that a good portion of the Alamitos Bay waterway where the rowers train and compete between the Davies Bridge on Second Street and the Long Beach Yacht Club — a stretch also used by kayakers, canoeists, paddleboarders, dragon boaters, swimmers, sail boaters, small boaters, big boaters — is going to be narrowed up to 90 feet if the city of Long Beach has its way.

Indeed, Joan Van Blom, a three-time Olympic rower who at the 1976 Montreal Games became the first American female to medal in the sport when she earned a silver in the single scull, is normally a soft-spoken, mild-mannered person of exemplary composure.

But when she called to voice her complaints about the Marine Bureau's proposed expansion of boat slips and docks in the basins three and four sections of Alamitos Bay, I couldn't believe this was the same sweet, gentle, even-tempered lady I'd interviewed on occasions across the years.

Van Blom

Well, actually, she was, but this version of Joan Van Blom, albeit still maintaining a dignified demeanor, was steadfast in her objections, firm in her complaints and resolute in her outrage.

"Long Beach designates itself as the 'Aquatic Capital of the World,' and yet it would like to take away two acres of waterway that would cause horrible crowding and even be quite dangerous," says Van Blom, who resides with her husband, four-time Olympic rowing competitor John Van Blom, in Belmont Heights.

"This definitely will take away needed racing and practice lanes, and will have a negative effect on the four rowing entities that use them on a regular basis — the Long Beach Rowing Association, the Long Beach Junior Crew, the Long Beach State men and women rowing teams

DOUG/B6

DOUG

FROM PAGE B1

and the California Adapted Rowing Program for the physically challenged.

"But it's just not the rowing community that will be impacted. It's all the other people who use the waterway. You take away almost 100,000 square feet of water, and there are, suddenly, going to be safety issues because everyone is going to be all bunched up in a dramatically smaller area."

The sporting world is spinning crazily out of control.

Manny Ramirez haughtily declines a two-year, $45 million contract offer from the Dodgers — and then, of course, blithely declines a one-year $25 million offer from the same team. A 6-foot, 245-pound Pittsburgh Steeler linebacker named James Harrison returns an interception 100 yards in the Super Bowl with no time left in the first half and bounds into the end zone for what turned out to be a game-deciding touchdown. Alex Rodriguez, aka A-Rod, has a pejorative new nickname — A-Roid. And now the Aquatic Capital of the World apparently would like to extend docks on a popular waterway — and even build a new one next to the Long Beach Yacht Club — even though, according to Joan Van Blom, it will cause a Sig-Alert among those who frequent the waterway.

I asked the Long Beach mayor, Bob Foster, his thoughts on the matter, and he said he was unaware of it.

"I'll look into it, and get back to you," he promised.

"From our perspective, we're designing the marina to cover up space that isn't in use at this time," says Mark Sandoval, manager of Long Beach's marinas and beaches who's overseeing the proposed project. "It's not something they (the rowers) have access to anyway."

Joan Van Blom disagrees.

"We feel violated and ignored," says Van Blom. "I understand it's being done to raise more money for the city. But aren't there other ways they can raise money?"

Well, for sure, one way is for those sophisticated economists at City Hall who invested $25.8 million with Lehman Brothers a week before it filed for bankruptcy to be slightly more careful in their next brilliant foray — eh, folly — into the esoteric world of high finance.

Joan Van Blom also wonders about the legality of Sandoval's plan, considering Marine Stadium long ago was designated an historic landmark because of it having been the rowing venue for the 1932 Olympics in Los Angeles.

"We've had a firm look into that, and we've been told that the historic designation doesn't extend beyond the Davies Bridge," says Sandoval.

To which Joan Van Blom counters, "In 1993, Marine Stadium was designated by the city as a Long Beach historic site in the same form that it was at that time. And that includes the Alamitos Bay waterway they now want to change."

Mark Sandoval insists those opposed to his plan will have an opportunity to voice their objections.

"Before we do anything we must have approval from the Planning and Coastal Commissions," says Sandoval.

And Joan Van Blom promises that she and a lot of other people will bombard members of those august agencies with their opinions.

"You would think that Long Beach would be do everything within its power to make sure there continues to be enough room for those who use the Alamitos Bay waterway," says Van Blom, who still competes in masters rowing events and is a lifetime member of the Long Beach Rowing Association because of her Olympic involvement.

"I'm really disheartened that we're facing the prospect of losing so much space. It's just not right. It really angers me . . . "

No kidding.

doug.krikorian@presstelegram.com

News and Views of Greater Long Beach
beachcomber
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Volume XVII Number 5 February 27, 2009

Rowers Feeling the Squeeze in Alamitos Bay

By Sean Belk

James Litzinger gets up before sunrise for a brisk paddle on the serene waters of Alamitos Bay almost every day. He regularly trains on a 20-foot outrigger, rowing along a 2,000-meter stretch that leads underneath a 2nd Street bridge. Other than a few pelicans diving for food, all is calm on the waterfront.

But there's one thing Litzinger can't keep quiet about: the city's plan to encroach on what he calls public territory with private property.

"You'd think that there's plenty of room, but come here in the afternoon, during the summer and on the weekends," said the Long Beach Rowing Association president. "...There's not enough room as it is."

During busy days, recreational kayakers, stand-up paddle boarders, dragon boaters and swimmers all load the channel with traffic as larger boats move in and out, making the waterway a bit cr

Traffic has become a concern, especially for the preservation of a body of water, used by championship rowing teams to train near Marine Stadium, which was designated as a California State Landmark in 1995 as one of the only structures still standing from the 1932 Olympics.

Now, if the City of Long Beach approves the design for an $88 million project to rebuild the Alamitos Bay Marina, Litzinger says the open space left for competitive rowers will be permanently squeezed thinner, particularly increasing the potential for accidents.

"It's a safety issue," he said. "We're not against the building of the [Alamitos Bay] marina, we're just against what they do with it. We want them to build it in the original footprint."

The city plans to rebuild about 1,650 boat slips, along with eliminating some smaller slips to make way for some bigger ones, which

Continued on page 12

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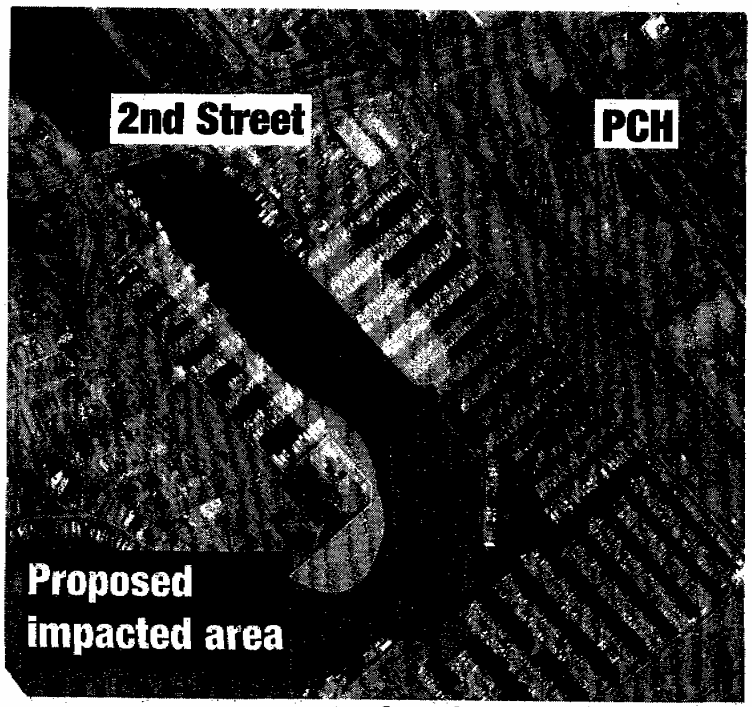
Alamitos Bay Marina rebuilding plan draws fire



Source: Google Earth, longbeachrowing.org

MEETING: Recreational users fear waterways will become more congested.

By Phillip Zonkel
Staff Writer

LONG BEACH — A standing-room-only crowd of around 100 people voiced safety concerns and opposition to a proposal for a massive rebuild of Alamitos Bay Marina at a meeting Monday night.

The Marine Advisory Commission's proposal already has been rejected by the Long Beach Rowing Association, said Mark Sandoval, Long Beach Marine Bureau manager, during the public comment session at the Pete Archer Rowing Center.

Sandoval said Tuesday that he supports the proposal.

The $88 million project — which may begin construction later this year or in early 2010 and be completed by 2014 -- would rebuild the docks and boat slips in basins 1 to 7 and the restrooms, Sandoval said.

"Everything from the street into the water will be replaced," he said.

The project has received a $21 million loan from the California Department of Boating and Waterways, but is short $67 million, Sandoval said.

If approved by the advisory commission, the project will move on to the city's planning commission and city council before reaching the California Coastal Commission, which could reject the development permit request.

The marina must be rebuilt because it has an obsolete 50-year-old design, and a newly designed marina will accommodate users' needs for the next 40 to 50 years, Sandoval said.

But critics of the plan asked whose needs are being accommodated.

The marina needs repair, but the plan proposed by the advisory commission creates a safety problem, particularly the expansion of docks and boat slips around the Long Beach Yacht Club, which will narrow the public waterway by 90 feet, they said.

That part of the channel, which stretches between the Davies Bridge on Second Street and the Long Beach Yacht Club, was the site of the 1932 Olympic Games rowing competition.

It is six lanes across and a popular practice and recreational spot for rowers, kayakers, canoeists, paddleboarders, boaters and swimmers.

As a result, the area is a congested waterway and expanding the docks and boat slips will cause a "huge, huge safety issue," said Keith Johnson, president of the board of directors of Long Beach Junior Crew, a local youth rowing club. "We are being squeezed out of the water."

Sandoval, who didn't address safety issues mentioned by members of the audience, said the advisory commission didn't have an option to build anywhere else and the proposal takes into account the "competing demands from various interests."

Third District Councilman Gary DeLong, who was at the meeting, said Tuesday that he had not decided whether he would support the proposal.

"I have to hear lots of points of view," he said. We will have to see how it plays out."

The advisory commission is set to make a recommendation at its March 12 meeting at the Yacht Club, 6201 E. Appian Way, at 2:30 p.m.

phillip.zonkel@presstelegram.com,

RECEIVED
South Coast Region

JUN 8 - 2009

CALIFORNIA
COASTAL COMMISSION

3/2/09

From: John Nunn, Member Long Beach Sports Council

To: Marine Advisory Commission

Subject: Marine Stadium, Basin 3&4 Project

A unique asset of Long Beach is the amount of open protected water we have in our small boat harbor. I find it very ironic that only a few months after Long Beach is designated as the Aquatics Capital of America, the first action the city tries to take is to severely obstruct the oldest remaining Olympic Aquatics Venue in the United States. The reason is to increase parking area for large yachts that are rarely used.

In November 2008, I was in Tokyo coaching Waseda University on the 1964 Olympic course at Toda-Koen. The Japanese treat their Olympic Venue like a National Shrine to be preserved and protected. Toda-Koen is exactly as it was in 1964 with no encroachments. If Japan gets the 2016 Olympic bid, the 1964 Rowing, Canoeing and Kayaking Venue is completely intact.

The Long Beach Marine Stadium is designated as a California Historical Landmark, which gives it a protected status. The original course extended from the middle of Basins 3 & 4 all the way to Colorado Boulevard. In 1967 the finish line end was filled in anticipation of a highway project that never materialized. The new finish line was moved south east 250 m. The starting line was moved 250 m south east to the Long Beach Yacht Club for the 1968 Olympic trials, in which I participated. Basins 3 & 4 are not designated on city maps as the part of the Marine Stadium, even though the 1932 Olympic starting line was in the middle of Basins 3 & 4.Therefore we find ourselves in a situation where the Marine Department and Long Beach Yacht Club feel entitled to drastically encroach on the first 500 m of the existing 2000 m Course, including 250 m of the original Historical Landmark.

Over the years the City of Long Beach has encroached on the 1932 Olympic Rowing Venue. The pylons of the Davies Bridge were put into the venue in the 1950's. The finish line end was filled in 1967, but the Marine Stadium still managed to accommodate the 1968, 1976 and 1984 United States Olympic Trials. The encroachments have continued over time with the Maintenance Department constructing a maintenance dock under the Davies Bridge completely obstructing Lane 6. In addition they typically store extra docks and other paraphernalia, making Lane 5 unusable much of the time. Because the Marine Department allows boats to permanently tie up at the Sea Scout Base these boats obstruct Lane 1 under the Davies Bridge. The Marine Department argues that, because they allow parked boats to encroach on the venue for 100 m that permanent encroachment for 500 m is OK.

The proposal runs contrary to the "City General Plan". The section. AREA E POLICY PLANNED SUMMARY, SHORELINE ACCESS, Naples, states" improving access to

public Waterways is also of concern in this plan. This shall be accomplished by; [1] removing slips and encroach illegally on public waterways or are in front of public property, and by not allowing boats to be berthed such a way is to encroach on public waterways [the commonly used fairways]".

The channel is proposed to be narrowed at different spots between 70 ft. and 93 ft. from an existing width of 362 ft. to 385ft. down to 292 ft. . In the summer on the weekends the channel adjacent to Basins 3 and 4 is very busy and all the traffic will be squeezed in to the center. The 292 ft width is further reduced by the common practice of end tieing boats to the slips, which would reduce open water by least another 20 ft. This would result in an open water reduction of 90 ft. to 113 ft. this represents a 20 to 25 percent reduction in Channel with without end ties and a 25 to 30% reduction in Channel width with end ties. The additional slips will remove about 100,000 square feet of public waterway in order to park about 22 additional boats on the basin 3 side and keeping about the same number, but larger yachts on the Basin 4 side. The planning for these larger slips was done several years ago when market conditions were very different. Today increased fuel prices and an economic collapse have definitely impacted the demand for large yachts. United States Yacht Sales were down 22% in 2007 and an estimated 50% in 2008.

The vertical clearance on the 2nd Street Bridge at Belmont Shore is only 4 ft. at high tide. This means that virtually all boat traffic has to enter and depart the Inner Harbor past the Long Beach Yacht Club and go into the channel between Basins 3 and 4. This channel gets very heavy usage everyday.130 high-school rowers are on the water six days a week from September to June in a multitude of small boats. In the summer over 300 grade school kids are using the water in our summer camps. Cal State Long Beach puts over 60 men and women on the water everyday. We have 30 Wheelchair rowers who regularly use the water and over 100 LBRA members are regularly in this channel.

Over 200 Dragon boaters regularly are using the channel along with about 50 outrigger canoe paddlers. Kayakers can number many as 100 on weekends. Sailing classes from Long Beach Yacht Club can fill the existing channel with Sailing Dinghies. The Davies and Marine Stadium launch ramps are extremely busy year round and all launching boats must use the channel. All boaters in slips in Basins 3 and 4 and all boaters inside the harbor must use the channel. Paddle Boarders, Standup Paddlers, Duffy Electric Boats, Swimmers and Float Fishermen all use the channel regularly. The closer they are packed together the greater is a chance for an accident. The Rowing lanes that would be lost are not just used during our regattas, but they are used daily by the numerous athletes training in and around the channel between Basins 3 and 4. Over 143 rowers represented Long Beach in Olympic, National Championships and World Championships since 1967. In 2008 two Long Beach High School girls won the Junior World Championships and two of our wheelchair rowers represented the United States in Beijing at the Para Olympic Games. All these athletes were able to train at the level necessary to achieve their goals, because of the public waterways available to train on in Long Beach. These waterways are being threatened by this proposal.

Small recreational boats are low to the water and cannot be easily seen by big boats exiting slips in Basins 3 and 4. Now there is a buffer zone where small boats can have enough room to safely the avoid yachts exiting the boat slip area. There will be a dramatic increase in the danger of crashes with possible injury or death when boats that can't see each other are pushed together along a narrowed channel.

LBRA holds 2- 2,000 m races every year. Cal State Long Beach usually hosts 3 men's regattas and 3 women's regattas at the 2000 distance every year. The Long Beach Juniors host 3 large 1,500 m Regattas every year, because the obstructions at Davies Bridge prevent 6 lanes of 2000 meter races. The affected Channel is where boats are staged for the start. Restriction of the staging area negatively impacts the Regatta. Newport Juniors currently hold their home regattas in Long Beach, because current conditions in the Marine Stadium are better than the Newport course.

The proposed changes really knock available lanes down to four because the maintenance dock is currently blocking lane 6 on the existing course or the new lane 5 on the new proposal. During Regatta at least 1 lane is needed as a return lane so boats can get to the start. That means that the opportunity race more than 3 boats at a time lost. This is especially harmful to Cal State Long Beach because if they desire to host a Regatta with more than 2 other schools they will be prevented from doing so.

This plan was drawn up without consulting any other groups that practice and race on this water, except for Long Beach Yacht Club. When the rowing community expressed our concerns, we were completely ignored and discounted. Hopefully those of you have experienced Long Beach, the Aquatics Capital of America, understand the value of open water and the value of preserving the last remaining Long Beach Legacy of the 1932 Olympics. The best use of open water in our small boat harbor is to let people use it, not fill up with large parked yachts. My hope is that you will help us in protecting Long Beach's unique asset by stopping the expansion of boat parking into our irreplaceable waterway. We need your support to preserve our Olympic Venue and to keep open our waterways in Long Beach.

Sincerely,

John Nunn
1968 Olympics- Bronze Medal
1976 United States Olympic Coach
Member, Long Beach Sports Council
Vice-President, Long Beach Rowing Association

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FORM FOR DISCLOSURE OF EX PARTE COMMUNICATIONS

Name or description of project, LPC, etc.: Rebuild of Alamitos Bay (Long Beach) Marina

Date and time of receipt of communication: April 7, 2008 10:30 a.m.

Location of communication: Office of Dr. William Burke

Type of communication (letter, facsimile, etc.): Meeting & Document Sharing

Person(s) initiating communication: Mark Sandoval, Manager of Marinas & Beaches City of Long Beach

Detailed substantive description of content of communication:
(Attach a copy of the complete text of any written material received.)

Mark Sandoval met with Dr. Burke to describe the upcoming rebuild of the Alamitos Bay Marina in Long Beach. Mr. Sandoval indicated the project would come to the Coastal Commission in October 2008 or later in the year. Mr. Sandoval gave Dr. Burke the attached documents to describe the status of the Alamitos Bay Marina.

3/8/08
Date

I CONCUR Burke
Signature of Commissioner

If the communication was provided at the same time to staff as it was provided to a Commissioner, the communication is not ex parte and this form does not need to be filled out.

If communication occurred seven or more days in advance of the Commission hearing on the item that was the subject of the communication, complete this form and transmit it to the Executive Director within seven days of the communication. If it is reasonable to believe that the completed form will not arrive by U.S. mail at the Commission's main office prior to the commencement of the meeting, other means of delivery should be used, such as facsimile, overnight mail, or personal delivery by the Commissioner to the Executive Director at the meeting prior to the time that the hearing on the matter commences.

If communication occurred within seven days of the hearing, complete this form, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication.