

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 OceanGate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



January 12, 2011

Th18b**ADDENDUM**

To: Commissioners and Interested Parties

From: John Ainsworth, Deputy Director
Gary Timm, Coastal Program Manager
Jonna D. Engel, Ph.D., Ecologist
Charles Posner, Staff Analyst

Re: **Application No. 5-10-263 (Alamitos Bay Marina Rehabilitation Project), City of Long Beach.**

I. Revised Special Conditions

Staff is recommending that the following special conditions of the permit be revised and clarified as follows. New text in the revised condition below is identified by **underlined bold text** and text being deleted is crossed-out (~~deleted text~~).

2.A. Revised Plans

Revised Plans shall be submitted for the provision of in-slip sewage pump-out facilities for all new slips **measuring 30 feet in length and longer** in the project. **Landside dump stations shall be provided (at Boaters' Restrooms or other convenient location) to serve all new slips measuring less than 30 feet in length in the project.**

[Note: The third paragraph on page 23 of the staff report dated December 23, 2010 shall be revised to incorporate the revised special condition language.]

4.C. Eelgrass Mitigation Program

Post Construction Eelgrass Survey for the Eelgrass Mitigation Site. If any eelgrass is identified in the **Eelgrass Mitigation Site** project area by the **pre-construction eelgrass** 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.B. Construction and Pile Driving Noise Level Restrictions

Noise generated by construction (including, but not limited to, pile driving) shall not exceed ~~65~~ 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 ~~65~~ 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.

[Note: The first paragraph on page 30 of the staff report dated December 23, 2010 shall be revised to incorporate the revised special condition language.]

6.E. Protection of Marine Resources

Prior to demolition, **all large motile native marine invertebrates including molluscs (snails)** ~~mollusks (clams, snails, etc.)~~, echinoderms (sea stars, urchins, sea cucumbers), arthropods (crabs, etc.) and ~~other native marine animals~~ **any other large motile native marine invertebrates** found on the piles and ~~docks~~ **floats**, shall be removed from the project site and relocated to another part of the bay.

II. Exhibits

Exhibit #1 is the proposed layout for Basin 4 showing that no permanent dock structures will protrude into the existing fairway (main channel).

Exhibit #2 identifies the ADA accessible gangways and quantifies the potential number of ADA accessible berths (41) in the proposed project. According to the City, the minimum number of ADA accessible berths required for this project is nineteen (19).

III. Correspondence

The correspondence received for this application is added to the staff report as Exhibit Nos. 3 through 20.

Chuck Posner

From: gaestrella@transystems.com
Sent: Thursday, January 06, 2011 12:06 PM
To: Chuck Posner
Cc: Mark.Sandoval@longbeach.gov; Gary Timm; John Ainsworth; Dave.Kinley@longbeach.gov; ablemker@mccabeandcompany.net
Subject: RE: Alamitos Bay Marina-ADA Accessible Slips-Overall Layout Exhibit
Attachments: Alamitos Bay Marina- ADA Accessible Slips-Overall Layout-Figure 1 .pdf; DBAW ADA Accessible Slips Guidelines.pdf

Good Day Chuck,

Please find the attached pdf. file of the Alamitos Bay Marina-ADA Accessible Slips-Overall Layout. Please note these are accessible slips that can be designated. From the Americans with Disabilities Guidelines ADAAG 15.2.3 Boat Slips; Minimum Number and Americans with Disabilities Act-Architectural Barriers Act ADA-ABA Chapter 10 Section 235.2 Boat Slips. At 1625 slips , the minimum required accessible berths is 19.

I will also have enlarged exhibits of accessible slips per Basins, if needed.

Please let me know if you need anything else.

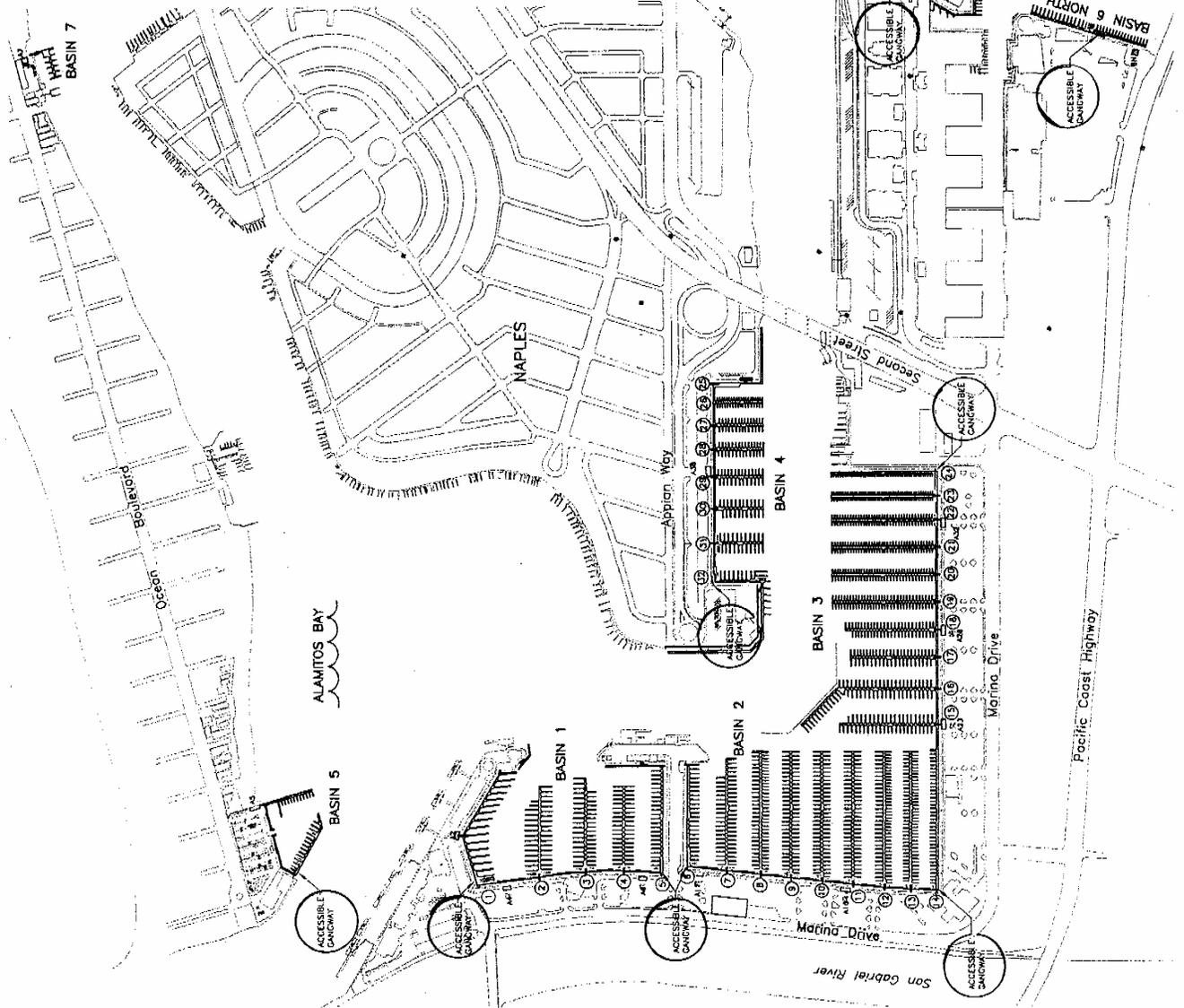
Kind Regards,
Glenn

BASIN NUMBER	ACCESSIBLE GANGWAYS	POTENTIAL ACCESSIBLE BERTHS							TOTAL		
		20'	25'	30'	35'	40'	45'	50'		55'	60'
1	2	-	-	-	-	4	-	2	1	1	8
2	2	-	1	6	7	1	1	-	-	-	16
3	1	3	2	-	-	-	-	-	-	-	5
4	1	-	-	-	-	-	1	1	-	3	
5	1	-	-	1	1	1	2	-	-	5	
6N	1	-	-	1	1	-	-	-	-	2	
6S	1	-	-	2	-	-	-	-	-	2	
7	0	-	-	-	-	-	-	-	-	0	
TOTALS	9	3	3	10	8	3	6	3	2	2	41

TOTAL 41 POTENTIAL ACCESSIBLE BERTHS

MINIMUM NUMBER OF ACCESSIBLE BERTHS IS 19*
DISPERSED THROUGHOUT THE PROJECT. THE TOTAL NUMBER
OF BERTHS IS 1625.

* FROM AMERICANS WITH DISABILITIES ACCESSIBILITIES GUIDELINES
ADAAG SECTION 15.2.3 BOAT SLIPS: MINIMUM NUMBER AND AMERICANS
WITH DISABILITIES ACT-ARCHITECTURAL BARRIERS ACT ADA-ABA
CHAPTER 10, SECTION 235.2 BOAT SLIPS.



Comments on Proposed Alamitos Bay Marina Renovation Project

RECEIVED
South Coast Region

JAN 6 2010

Agenda Item Th18b
Application 5-10-263
William Waterhouse
Opposed (to slip mix)

CALIFORNIA
COASTAL COMMISSION
ONLY PHASE I OF THE PROJECT SHOULD BE APPROVED AT THIS TIME

The City of Long Beach's proposed slip mix would **eliminate 605** of the 20-foot to 30-foot slips in the Alamitos Bay Marina. In its application to this Commission the City claims this change is justified because there are too many vacancies in those small slips. However, the City affirmatively acted to create this situation. For the past few years **the City has refused to rent 513 of its 20-, 25- and 30-foot slips**, instead "holding" them empty for the rebuild project. Indeed, in Basin 3 **the City has already demolished 189 of the 20-foot slips** without any Coastal Development Permit. These demolished slips constitute the bulk of the 234 20-foot slips that the City counts as "vacant" in its application. Notwithstanding the City's actions to constrict demand for small boat slips, the City's proposed slip mix still **fails to accommodate over 300 of the small boats** that occupied the 20-foot to 30-foot slips as of October 2009.

It is unclear if the City will ever find the money to complete the rebuild as currently proposed. The huge cost of the marina rebuild is driven in large part by need to replace each and every piling solely to reconfigure for the proposed larger slip mix -- even though the City admitted at the Planning Commission hearing that it had not commissioned any expert engineering report on the remaining structural life of these pilings. If the slip mix were not to be changed so radically, many existing pilings could be retained and the rebuild cost dramatically lowered.

Therefore, this Commission should **approve only Phase I of the rebuild plan for Basin 4** -- where slips are primarily leased by members of the Long Beach Yacht Club (and where a mix of larger slips may be justified) -- and require that the City **return to the Commission** with a new, less costly, plan for the subsequent phases of the project that provides **an increased number of small boat slips in the other basins of the Marina** that are utilized by the general public.

DISCUSSION

The City has Submitted Incomplete Information About the Demand for Small Boat Slips.

The City's "Slip Mix Position Paper" (Commission Exhibit 7) states at page 2 the following in support of elimination of hundreds of small boat slips:

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. (Emphasis added.)

What the City's Position Paper fails to state is that the City for years has been actively withholding from rental its 20-foot to 30-foot slips in anticipation of Commission approval of its proposed change in slip mix. According to the City's own "Slip Status Report" dated October 31, 2009 (submitted herewith as Attachment B, the last page of this submittal) the City was then withholding from rental a total of 513 small slips: 265 20-foot slips, 183 25-foot slips, and 65 30-foot slips, while only holding 79 slips larger than 30-feet. See "Held for Rebuild" line in Attachment B.

EXHIBIT # 3
PAGE 1 OF 8

Comments on Proposed Alamitos Bay Marina Renovation Project

Moreover, prior to release of the draft EIR, the City *demolished* -- *without* first obtaining any Coastal Development Permit or otherwise notifying this Commission -- 189 of the 445 20-foot slips it continues to list as "existing" 20-foot slips, because those slips were allegedly no longer safe (due to the City's own deferred maintenance). See Final EIR, Response to Comments volume at pp. 137-138. Therefore, it has been physically impossible for anyone to rent those 189 slips, even though they are included in the 234 20-foot slips that the City claims as vacancies in its Position Paper.

Even if the City's characterization of slip demand in its Position Paper were to be accepted as accurate, the City's proposal still does not provide sufficient 20-, 25- and 30-foot slips to serve its existing tenants in 2010. According to the City's Exhibit 7, at page 4, there were 196 20-foot slips "filled" as of November 2010. However, according to City Exhibit 4, the City proposes to build only 161 20-foot slips, resulting in a shortfall of 35 20-foot slips. A similar calculation for 25-foot slips finds a deficit of 8 slips below current demand. Of course, the true shortfall for these small slips is likely very much larger, because the City has artificially constrained the demand.

The City apparently did not provide the Commission with current occupancy data for 30-foot slips. The City's October 2009 Slip Status Report indicated that 364 30-foot slips were leased, with 23 more boats utilizing "temporary" slip assignments and another 27 boats on the 30-foot waiting list, resulting in demand for 414 30-foot slips. However, the City proposes to build only 238 30-foot slips. Therefore, the City's proposal has a shortfall of 176 30-foot slips below demonstrated demand in 2009. As discussed in the relevant portion of the prior EIR comments submitted herewith as Attachment A, there is an overall shortfall of fully 308 20- to 30-foot slips based on the Marina's October 2009 occupancy data. **The Commission should not permit a marina rebuild with a slip mix that does not meet the existing demand for small slips.**

Dry Storage for More Small Boats Should be Required.

Commission staff proposes to require a new dry storage yard for 100 small boats as partial mitigation for the loss of small slips. However, 100 dry storage spaces are wholly insufficient, as the 2009 slip occupancy data demonstrates. Moreover, the dry storage yard must include a hoist onsite for launching mast-up sailboats. (The Marina Shipyard hoists are plainly not suitable for this purpose -- its large hoists serve large boats in a working shipyard and cannot be expected to accommodate small boat launches.) If the City's proposed slip mix is to be approved, **the Commission should require creation of a much larger mast-up dry storage yard, including hoist, in the southern part of the parking lot of Basin 2.** The City currently allows long-term parking of many RVs in this parking lot, hardly a coastal-dependent use.

I thank the Commissioners for their consideration of these comments.

Dated: January 6, 2010

Respectfully submitted,
COASTAL COMMISSION

William L. Waterhouse
William L. Waterhouse EXHIBIT # 3
PAGE 2 OF 8

119 Bay Shore Avenue
Long Beach, CA

ATTACHMENT A - COMMENTS ON THE EIR

Below is a summary of relevant previously-submitted comments on the Marina rebuild draft EIR. The slip occupancy numbers stated in these EIR comments came from the City's October 2009 Slip Status Report (submitted here as Attachment B). Since publication of the draft EIR the City has modified the project by eliminating an additional 14 20- to 30-foot slips.

The Project Description in the EIR Failed to Fully Disclose the Elimination of 591 Small Boat Slips.

The DEIR acknowledges that during the 1999 Alamitos Bay Master Plan process it was found that: "Popular opinion was that *the Marina should continue to be recognized as a small craft marina* and as such should include slips as small as 20 ft." (DEIR p. 3-2, emphasis added.) The DEIR then states that city staff consulted with Coastal Commission staff around 1999 concerning appropriate slip mix for the rebuilt marina. The text then recites the various percentages of various size slips of the proposed marina without reference to the existing percentages. (*Ibid.*) As a result, the DEIR gives the impression that little change is proposed and that the marina will remain a "small craft marina." This is a false impression. In fact, *the project proposes an enormous decrease in 20 to 30 foot slips and a corresponding increase in larger slips.*

One has to calculate their own table from data from DEIR Table 3.B to fully understand the true magnitude of the drastic changes in slip mix that are proposed. These changes are summarized in the following table:

ALAMITOS BAY MARINA SLIP SIZES

	20'	25'	30'	35'	40'	45'	50'	55'	60'	70'	80'+
Existing	445	369	429	238	278	92	62	4	21	14	17
Proposed	165	242	245	312	368	112	133	4	37	12	16
Change	<i>(280)</i>	<i>(127)</i>	<i>(184)</i>	74	90	20	71	0	16	(2)	(1)
Slip Fee /month	\$164	\$257	\$370	\$471	\$585	\$689	\$788	\$930	\$1014	\$1262	\$1535+

Source: Slip size from Table 3.B; current 2009 slip fees provided by ABM staff and submitted as Attachment A to EIR comments.

From the table above can it be seen that the proposed marina will eliminate 280 20' slips, 127 25' slips and 184 30' slips for a *total loss of 591 small slips* 30 feet and under, while adding 268 slips of 35 feet and larger. The DEIR text should have forthrightly disclosed this significant change away from a small boat marina. Because it does not, the project description does not accurately describe the true project.

Because larger slips occupy more space than small slips the overall number of slips available will be reduced by 321 slips, from 1,967 existing to 1,646 new slips. The DEIR asserts the reduction in slips is not an adverse impact on recreation because, through a two-year attrition program that has prohibited new marina customers owning small boats from occupying those

ATTACHMENT A - COMMENTS ON THE EIR

slips proposed for elimination that have been vacated, the number of marina current marina customers has been reduced to only 1,430. (DEIR p. 3-6.) The DEIR states that current marina customers will be provided with a slip after the rebuild, even if the slip is too large for the boat. (DEIR p. 3-5). What is *not* explicitly acknowledged is that once current small-boat customers leave and their vacated larger slips are subsequently occupied by boats the size of the new slips, *new customers with small boats will not have a place in the new marina.* By reducing the overall number of slips and greater reducing the number of inexpensive small boat slips, the current project design constitutes a significant adverse impact upon recreational boating.

The Proposed Slip Mix Will Not Serve the Existing Demand for Small Slips.

Marina spokespersons have stated that the slip mix proposed for the rebuild is based upon the marina's waiting list. However, the summary sheet of the marina's waiting list obtained from ABM staff (and attached hereto as Attachment B) does not support the proposed slip mix. Instead, a review of current occupancy figures show a *greater demand for small slips and lesser demand for many of the larger slip sizes.*

A reasonable measure of demand for slips would be the current long-term occupancy + persons on the waiting list + boats occupying a slip on a month-to-month basis. The table below, taken from information on Attachment B, shows that *the proposed slip mix would not serve currently existing demand for 20', 25' or 30' slips - a total shortfall of 308 small slips - and would build 145 slips of 35' and 40' for which there is NO current demand shown on the waiting list:*

SLIP OCCUPANCY AND DEMAND BY SLIP SIZE [IN OCTOBER 2009]

Slip Size	20'	25'	30'	35'	40'	45'	50'	55'	60'	70'	80'+
Occupied	180	186	364	222	238	87	85	1	15	12	14
Temporary	47	70	23	7	13	3	4	0	2	3	2
Waiting list	27	36	27	32	23	37	48	0	56	16	18
Total slip demand	254	292	414	261	274	127	137	1	73	31	34
Proposed slips	165	242	245	312	368	112	133	4	37	12	16
Unmet Demand	89	50	169	-	-	15	4	-	39	19	31
Excess slips	-	-	-	51	94	-	-	3	-	-	-

Source: "Slip Status, October 31, 2009" from ABM records submitted as Attachment B to EIR comments. ("Occupied" slips are leased on a long-term lease and guaranteed a slip after the rebuild. "Temporary" slips are month-to-month subject to termination at will and have no right to a slip after the rebuild under current marina policy. "Total slip demand" equals "Occupied" + "Temporary" + "Waiting List." "Excess slips" are slips for which there is no demand shown.)

ATTACHMENT A - COMMENTS ON THE EIR

The above data almost certainly understates the demand for small slips. It is notable that (for slips less than 90') the longest wait shown on the ABM waiting list is for the 25' slips which have not been available since the year 2000. Those seeking 20' slips have been waiting almost as long - since 2003. In contrast, the wait for 40', 45' and 50' slips has been shorter - since 2008, 2007 and 2006, respectively. Moreover, seeing the long wait for the 20' and 25' slips has likely discouraged more new small boat owners from adding their names to the waiting list over time.

Small Boat Owners Have Been Actively Forced Out of the Marina Through an "Attrition Program" and the Demolition of Small Slips.

Under the marina's two-year-old "attrition" program (see DEIR p. 3-6), marina staff has held back from long-term rental a total of 513 slips of 20', 25' and 30' length, while only 79 slips of sizes 35' and larger have been held back. (See ABM, "Held for Rebuild" line in "Slip Status, October 31, 2009.") Indeed, as a part of the "attrition" program, 189 of the 20' slips in Basin 2 already have been demolished. As shown in the photo on Attachment C of the EIR comments, slips #857 through #1046 on Gangways 23, 24 and 25 in Basin 2 have been demolished, leaving unused empty gangways.

This attrition program aimed squarely at smaller slips has almost certainly reduced the number of occupied small slips (and new additions to the small boat waiting list) far below that which would have occurred if those small slips had been held open on an equal basis with the larger slips. In a recent interview with a local boating organization, the Alamitos Bay Marina manager admitted that small boat owners were being discouraged from locating in the marina and that the existing demand for 20' slips would not be met by the proposed slip mix:

Q: Why were the slips, and their revenue, ripped out of Basin 2 when it was obvious that the rebuild start was going to be delayed?

A: The fingers that were stripped were all 20-foot fingers. We moved all of the vessels on those docks to other parts of the marina so we could vacate those docks and create long docks, which will be used for storing displaced vessels during the rebuild. The reason we have so many 20-foot vacancies is because we are eliminating so many in the rebuild. To be specific, we had 445 20-foot slips in the marina. We have 186 filled with permanent customers. We will have only 165 20-foot slips after the rebuild. so at this point, we have 21 more 20-foot customers than we will have 20-foot slips. As a result, we are holding 20-foot slips open instead of permanently renting them and creating a larger differential. We do, however, rent all of the slips we are holding open on a temporary basis. At the present time, we are generating about \$700,000 a year on the temporary slip rental program, which does help to keep the slips fees a little lower.

(Source: <http://www.lbmbboa.org/documents/SandovalQA.pdf>, emphasis added).

It is important to note that the marina's slip fees were recently reformed to charge for slips on a square foot basis. As a result, the cost of small slips decreased significantly and the cost of larger slips increased significantly. One can reasonably assume that if the marina were to widely advertise these lower small slip rates, many more smaller 20' - 30' slips could be leased now and in a rebuilt marina and many more would now be on the marina's waiting list.

ATTACHMENT A - COMMENTS ON THE EIR

The Project Should Be Revised to Include a Dry Storage Yard.

Dry storage could be created to replace any small slips eliminated in the rebuild. The creation of substitute dry storage would respond to the mandate of Coastal Act Section 30234 which provides, in relevant part that, that "[e]xisting . . . *recreational boating harbor space shall not be reduced unless . . . adequate substitute space has been provided.*" (Italics added.) Provision of this dry storage could help mitigate the premature demolition of the 189 20' slips and elimination of 25' and 30' slips in the rebuild.

The recent Coastal Commission review of the Dana Point Marina rebuild indicated there is a strong demand for dry storage in Southern California. The March 11, 2009 "*Marina del Rey Slip Sizing Study*" prepared by Noble Consultants similarly found that "[t]he use of dry boat storage should be maximized throughout Marina del Rey" because more boats of 30' and under were being placed on trailers and dry storage could be used to still meet demand for small boats. (See: <http://beaches.co.la.ca.us/BandH/DeptInfo/MdRSlipPricingreport032309.pdf>, pp. 1-3, italics added.) The Long Beach municipal marinas are somewhat unique among Southern California marinas in their failure to provide any substantial areas for [mast-up] dry storage. This should be remedied in the marina rebuild if small slips are to be eliminated.

As noted in the DEIR, the marina has large areas of surplus parking. . . . [A] new dry storage area, located south of the Second Street Bridge, would allow sailboats to have mast-up storage. . . . A second dry storage area for small power boats (that are not constrained by the height of the Second Street Bridge) could be located by expanding the existing storage yard in Marine Stadium. In the unlikely situation that the demand for replacement dry storage proved to be lower than the number of small slips that are being eliminated, the dry storage area could be easily down-sized. (This is not true of the ugly stacked dry storage building concept discussed and rejected in the DEIR.)

The provision of dry storage would have air quality benefits because many trailer-towing trips would be eliminated, reducing air emissions by towing vehicles. Adding new dry storage areas would mitigate the loss of slips for small boaters, increase City project revenues and promote Coastal Act policies.

The Project Design Includes Only Power Boat Slips, Reducing the Number of Slips that Can be Constructed.

The DEIR indicates that all slips will be built to DBAW *powerboat* standards, which require wider slips than the DBAW requirement for sailboat slips. From a walk through of Alamitos Bay Marina it appears that approximately 60% of the boats are sailboats. The EIR should be revised to analyze the number of slips that could be added in the footprint if half of the slips were sized for sailboats. This would mitigate the loss of slips from the proposed project.

Green Design Elements Should Be Included in the Restroom Design

The project includes renovation of 13 marina restrooms. These restrooms should be designed to LEEDS standards. In addition, because the Southern California climate is so mild, the restrooms should be designed to utilize natural light and have a large amount of natural ventilation. The existing restrooms in the marina, with tiny windows and little ventilation waste large amounts of energy when the heating systems are turned on in the winter and become stifling in the summer. It should be possible to eliminate natural gas powered air and water heating systems in the new restrooms with passive solar design and solar water heating 3

ATTACHMENT A - COMMENTS ON THE EIR

systems. Ample windows that can be opened for maximum ventilation would make the restrooms much more comfortable in the summer. White roofs on the restrooms would reduce the albedo. The EIR should include discussion of these measures to reduce energy consumption and GHG emissions from use of the restrooms.

COASTAL COMMISSION

EXHIBIT # 3
PAGE 7 OF 8

**Slip Status
October 31, 2009**

SLIP SIZE	20-Feet	25-Feet	30-Feet	35-Feet	40-Feet	45-Feet	50-Feet	55-Feet	60-Feet	70-Feet	80-Feet	TOTAL
SHORELINE MARINA:												
Current Slips	0	9	503	438	387	144	77	1	35	0	0	1,592
Filled Currently	0	7	488	415	378	142	74	1	31	0	0	1,536
Held for Guest/Impounds	0	0	14	16	9	0	2	0	1	0	0	42
Available	0	2	1	5	0	2	1	0	3	0	0	14
RAINBOW MARINA:												
Current Slips	0	0	45	13	19	10	0	0	0	0	2	89
Filled Currently	0	0	41	13	17	10	0	0	0	0	2	83
Held For Guest	0	0	4	0	2	0	0	0	0	0	0	6
Available	0	0	0	0	0	0	0	0	0	0	0	0
ALAMITOS BAY MARINA:												
Current Slips	445	369	429	238	278	94	90	1	21	15	16	1,986
Filled Currently	180	186	364	222	238	87	85	1	15	12	13	1,403
Held For Rebuild	265	183	65	16	40	7	5	0	5	3	3	592
Available	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL ALL MARINAS												
Current Slips ****	445	378	977	687	684	248	167	2	56	15	18	3,677
Filled Currently	180	193	893	650	633	239	159	2	46	12	15	3,022
Held for Rebuild	265	183	65	16	40	7	5	0	5	3	3	592
Held for Guest/Impound	0	0	18	16	11	0	2	0	1	0	0	48
Available	0	2	1	5	0	2	1	0	4	0	0	15
Waiting List	27	36	27	32	23	37	48	0	56	16	7	309
Waiting List Date	Aug-03	Sep-00	Jun-09	Jun-04	Jul-08	Dec-07	May-06		Jun-03	Aug-02	Nov-02	
ABM Proposed New**	165	242	245	312	368	112	133	4	37	12	5	1,635
Temporary Slips Assigned ***	47	70	23	7	13	3	4	0	2	3	1	173

There are an additional 11 customers on the waiting list for 90' vessels and larger, waiting list date Dec-87
 ** Also, 4ea 90', 4ea 100', 2ea 110' and 1ea 120' slips, for a total of 1646 slips. These numbers are from the 30% plans.
 *** There is one (1) additional Temporary Slip assignment of a 100' Vessel
 **** There is one (1) additional 100' slip in the current ABM configuration, which is filed.

ATTACHMENT B

COASTAL COMMISSION

Julie Bolton
5115 Marina Pacifica Dr N
Long Beach, CA 90803
562 832-7662

January 5, 2011

Charles Posner
Planner
California Coastal Commission
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802
562 590-5071

RECEIVED
South Coast Region
JAN 5 2010
CALIFORNIA
COASTAL COMMISSION

Dear Mr. Posner

I write in general support of application 5-10-263. The project agent, Mark Sandoval, does an excellent job of managing the Alamitos Bay Marina. I have reviewed the plan and believe it will improve the local area as well as facilities for the public access our coast. My comments are directed toward the parking lot renovation.

Page 8 Sections 7 regarding the parking lot renovation mentions that the drainage plan should include measures to reduce volume of storm water run off, control run off and reduce pollutants. It mentions a variety of catchments and filter ideas, however it does not mention considering permeable paving surfaces. Many of the parking lots in the Alamitos Marina have areas that are only intermittently parked on. This is an ideal application for grass parking. There are drought resistant and no mow varieties of grass to keep maintenance to a minimum. More importantly grass parking reduces run off and provides a natural filter. Grass paving also improves the general ecology of an area providing a much more welcoming habitat to insects and thus to birds to feed. Additionally, grass parking areas can double as spaces available for recreation when not needed for parking. Imagine what an amazing showcase it would be for California if its already beautiful coasts and marinas were framed in green both figuratively and literally.

I hope that the commission will consider evaluating grass and other permeable paving options for this project and all other applicable projects upon our coastline.

Sincerely,



Julie Bolton

P.S. Here is a link to a company that fabricates permeable parking as an example
<http://www.terrafirmenterprises.com/>

COASTAL COMMISSION

Received Jan-05-11 04:05pm

From-

To-California Coastal

EXHIBIT # 4
PAGE 1 OF 1

ITEM:

Public Dock Renovation – Long Dock – 225 Marina Drive - Basin 1
Opposition to Coastal Commission approval pending.

My name:

Michael Lesner (27 year marina live-aboard yacht resident – Basin 1)
203 North Marina Drive
Long Beach, CA 90803

The Coastal Act at Section 30210 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 the 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 further states, in part:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization...

And at Section 30212, in part:

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

Provided for your review is **Exhibit 1**:

1. An aerial photograph of Public Designated Long Dock, 225 Marina Drive - Basin 1, Alamitos Bay Marina. Dock provides access to fuel store, public restrooms, marine safety, lifeguards, & State-provided pump out facility. The public docks in Basins 1 and 2 will be replaced as part of the project as stated on Page 18 of the Staff Report to the Commission.

I **oppose** the *designation* of the dock shown in the above photo as “public” for the following reasons.

The public has, since 2009, been regularly and routinely **DENIED** access to what the City now claims is a public dock. The following abusive “system” has been put into place by the marina management to deprive recreational boaters of free and open use of the location:

A small, 12-foot-square shack, an unimproved service building with no toilet facilities, is the current “headquarters” of the Navy Yacht Club located at 225 Marina drive. The “Club”, a 501C7, pays a small rent to the City of approximately \$1,000 on a month to month basis. Membership is set at \$100/per year to **ex-service personnel** and the club has been designated as **private/members only** and has posted signs to that effect. The private status evolved when the Club was emphatically denied a permanent liquor license by the ABC.

While I have no personal axe to grind with veterans, and come from a military family, I am deeply troubled by what has happened to this *formerly public location*.

EXHIBIT # 5
PAGE 1 OF 17

Since 2009, and continuing through to the present, the "Club" need only visit the marina office to request a private 3-day weekend permit for isolated use of the public dock. All they need to do is announce that they are having a "cruise in" event of some sort and the office issues a permit which denies access to boaters outside the Navy Yacht Club. This process has been invoked on numerous weekends including, but not limited to: 3/5/09 – 4/5/09 – 4/12/09 – 4/19/09 – 6/21/09 – 7/5/09 – 8/29/09 – 9/5/09 – 10/24/09 – 11/14/09 – 12/12/09. For each of the above dates, **multiply by three days** when the public has been denied access to what purports to be a public dock. In 2009, alone, 33 days were offered to the Navy Yacht Club to the exclusion of the boating public. In 2010, 3-day weekend dates have included but are not limited to 6/3/10 – 6/19/10 – 7/2/10 – 8/29/10 – 9/4/10 – 10/4/10.

Copies of the issued permits should be available to you from the Alamitos Bay Marina Office, 205 N. Marina Drive, Long Beach, CA 90803. They have been signed by marina management, including Mark Sandoval, who has submitted the Staff Report relating to the "public use" on the Basin 1 and 2 Long Dock structures.

The Navy Yacht Club has NO direct affiliation with the United States Navy. It's status as a 501C7 is highly suspect since only a select few "controlling" Navy Yacht Club members regularly use the dock for private inurement. Private inurement is a violation of the terms of 501 tax status. But a good scam if you can enlist the aid of the marina.

Even more troubling is the recent revelation regarding the **Commodore** of the "Club". In 2010, I received a call from NCIS (Navy Criminal Investigation), from Special Agent Shannon Raschal. Agent Raschal requested that we meet off-site. At that time she asked, on behalf of NCIS, if I would surveil the Navy Yacht Club and in particular, its omnipresent Commodore **Allen Kent**.

It was determined, through photographic evidence, that Kent, who claimed to be a Vice Admiral, displayed a Purple Heart and Medal of Valor, and who held the title Judge Advocate for the "Club" was 1) not a Vice Admiral, 2) was not a medal recipient and 3) was not a lawyer.

Attached as **Exhibits 2 & 3**, the "Admiral" luxuriating aboard his sailboat. Just one of his many 3-day stays at the public recreational dock, thanks to permits effortlessly obtained from the marina management.

To no one's surprise, Kent and his wife has quietly disappeared... having spent grand and glorious weekends along the public dock at the public's expense. Did I mention the City of Long Beach charges absolutely nothing for the Navy Yacht Club's **private** use of the dock? Others who visit our marina and occupy guest ties currently pay \$.80/foot per day for similar space.

Attached as **Exhibit 4**, the *Scuttlebutt* Magazine, April 2009. This is the Navy Yacht Club's Newsletter. Notice lower left the sub-head "**Cruise, Cruise, Cruise In!**" The copy goes on to say: "*Why not spend the whole month there?*" The photo shows a Navy Yacht Club Vessel resting comfortably in its free position along the public dock. The copy invites Club members to "*join Tony and Becky at the dock*". Tony and Becky Rietdyk have claimed the space as their own, deriving not only private benefit, but also promoting openly Club access as a "membership" perk.

COASTAL COMMISSION

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PAGE 2 OF 17

Exhibit 5, another page from the *Scuttlebutt*, offering three “messages”: one from the defrocked commodore, one from his wife, and one from Tony Rietdyk, “Race Chairman and Keeper of the Dock”

Exhibit 6, Labor Day Cruise In. Upper right photo demonstrates how many Club vessels “side-tie” to the dock to maximize the number of Club vessels which can be accommodated. In the center photo, please note the proximity of the sailboat to the State-supplied pump-out. It is virtually impossible to tie a larger vessel for pump out when the long dock is filled with Club vessels...another major inconvenience to recreational boaters and the public in general.

One additional note: When the dock has been loaded to capacity, the Lifeguards have actually had to enlist the aid of LBPD to move boats from in front of the pump out station. These Club boats have been “pretending” (for three days no less) to be occupying the pump out space...they simply run the waste hose to their yacht, never pump anything, and enjoy the weekend. This can be verified by Captain Scott Williams of LBFD, Fire Station 21.

Finally, I enclose a letter I sent to Congressman John T. Salazar, author of the **Stolen Valor Act of 2006**. It appears fake-Admiral Kent may skate on his scam. There are First Amendment challenges to the Act. Presumably, it's OK to wear medals you didn't earn. But it isn't OK to appropriate personal use of a public dock. This has been happening “under the radar” for too long on public California lands.

I call all of this to your combined attention, because you have the mandate to control public free access to the sections of our marina designated for public use. This space has been listed as a public dock in the Staff Report and has, as part of the permit process, been targeted for inclusion in the redevelopment plan.

I maintain that there is NO unobstructed public access to this dock. While all of us can understand the need occasionally for the fire and rescue vessels to use the space for brief hazard isolation, none of us can understand by what right the Long Beach Marina management has allowed and continues to allow such a misuse of public space. The Navy Yacht Club, an organization NOT directly affiliated with the U.S. Navy, continues to request and receive free weekend passes to this long dock forcing the exclusion of other boaters who have a full and complete right to universal access. I ask, in your review, that you remove the Basin 1 Long Dock at 225 Marina Dr. from the proposal until such time as it is truly restored to its **true public dock status**. This will return its use to the “people” for our pump out, our restrooms, our fuel dock refreshment store, and for emergency visits to Marine Safety.

Should any of you wish to speak with me in advance of the hearing, my contact information is below:

Michael Lesner
203 North Marina Drive
Long Beach, CA 90803
(562) 884 7847 Fax: (562) 430 7678
Michael_cbstv@tvstar.com

Thank you for your considered review and attention to this matter.

Sincerely,

Michael Lesner

COASTAL COMMISSION

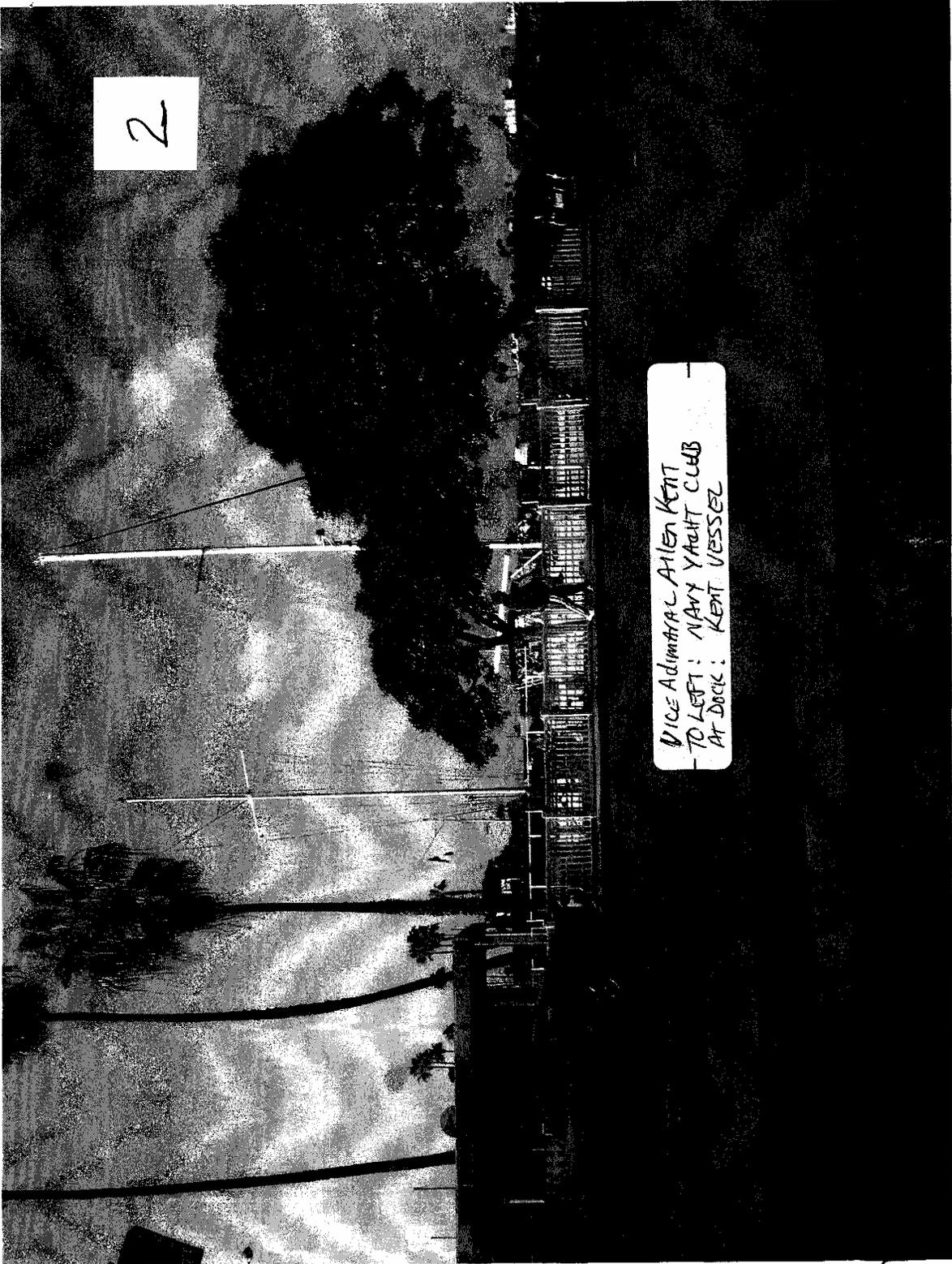
EXHIBIT # 5
PAGE 3 OF 17



LONG DOCK
BASIN 1 →
↓

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2



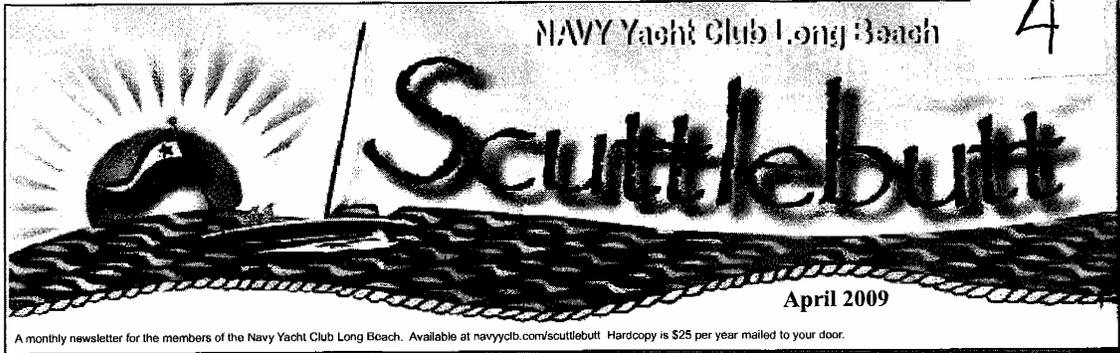
VICE ADMIRAL ALLEN KENT
TO LEFT: NAVY YACHT CLUB
AT DOCK: KENT VESSEL

EX.5 p.5 of 17



3

VICE ADMIRAL ALLEN KENT SITS
FOR WEEKEND IN BRIDGE OF
PERSONAL YACHT.



Becky chatting with new members.

St. Patrick's Day Brunch

Another successful brunch! The whole clan was there. The O'Rietdyks, the O'Kents, the O'Carbones and more. Everybody was wearing the green. And yes, some were even looking a little green from the previous parties. There was a pot-o-gold at the end of this rainbow with the fabulous food and drink. And plenty of happy Leprechauns about.

This was a great opportunity to show new members and old how much fun we are having at Navy Yacht Club. The next brunch will be the Easter brunch with a morning service by Chaplain Wes Sullivan. You really do not want to miss this one.

Cruise, Cruise, Cruise In!

April is the month for Cruise-Ins, so bring your boat over.

- April 3-5 Opening Day Cruise-In
- April 10-12 Easter Brunch Cruise-In
- April 17-19 Gran Prix Cruise-In

Why not spend the whole month there?



Join Tony and Becky at the dock.

Easter Sunrise Service & Brunch Sunday, April 12



The Sunrise Service will be at 0800 hrs. with munchies immediately following; the brunch will begin at 1000 hrs. at the club house.

RSVP: Millie Warren, S/C
562.983.1556 SaltyPero@aol.com

Opening Day Celebration

The Navy Yacht Club Opening Day Celebration is one of the most important days of the Navy Yacht Club year!

This year's activities are planned for **Saturday, April 4th at 1200 hours at Bunker 33 with Bar-B-Que later at the club house.** Every member is encouraged to attend.

Navy Yacht Club Long Beach
223 Marina Drive
Long Beach, CA 90803
www.navyclub.com




**NAVY Yacht Club
LONG BEACH**

*The Officers and Directors cordially invite
you to attend our 42nd Opening Day*

Saturday April 4th, 2009

1030 - 1130 hours Registration/Informal Gathering
1200 hours Ceremony
Reception to follow

KSYF
By March 28, 2009
Jr. Staff Commodore, Allen Kent
(562) 422-3476

COASTAL COMMISSION

EXHIBIT # 5
PAGE 7 OF 17

Rear Commodore Ava Kent

"The secret of happiness is not to do what you like to do, but to learn to like what you have to do"

King George V.



The Navy Yacht Club is living proof that this is true! The first social event of the new year, the Installation brunch was a great success!

There were many people doing a task for the yacht club with smiles on their faces. It appeared that they were liking what they knew had to be done to achieve success. There was joy in the process of working together to achieve our common goal. We were rewarded by mutually enjoying a beautiful sunny day, a record setting attendance, delicious food, smiling faces, a light warm gentle breeze and a beautiful evening sunset.

One of the members was heard to say, "It just doesn't get any better than this." This is what living in Southern California and being a member of an active Yacht Club is all about.

Ava Kent, Rear Commodore

Junior Staff Commodore Allen Kent

Opening Day!



Arguably the most important event of the year is the Navy Yacht Club Opening Day! We plan all year long for the special activities. This year is no different! We need your help! Several important activities and duties are needing filling: setting up, food, drinks, cleaning up, decorating, etc., etc.! If you are willing to assist us please let me know.

Additionally, if you have any ideas about the program please run them by me. As Jr. Staff Commodore one of the primary duties of my year is to plan and coordinate the Opening Day Ceremonies. Our Yacht Club is becoming one of the premier clubs in Southern California and we want to continue the great traditions of the past and begin new ones. This years Opening Day is scheduled for April 4th at 1200 hrs. If you only attend one event per year this is the one to attend. Mark your calendar and make your plans now!

Allen Kent, Jr Staff Commodore

R C Tony Rietdyk S/C, Race Chairman

The Commodore's Invitational was a success with over fifteen entries in three classes. There were 7 in PHRF A on a 10 mile course, 5 in PHRF B on an 8 mile course, and 3 in the Non Spinnaker class on a 7 mile course. Conditions were excellent, six to eight knots out of the west southwest. Starts were perfect without incident, restarts or postponements making the job easy for the race committee. Boats began finishing at 1400 hrs at our inside marks. Following the race trophy's were presented to the winners by Commodore Ron Warren. I would like to thank all who were involved in the event. The next race hosted by Navy Yacht Club will be the third of the Long Beach Harbor Series which is a five race series hosted by Little Ships Fleet, Navy Yacht Club, Shoreline Yacht Club and US Power Squadron.



Tony Rietdyk, S/C - Race Chairman

TWO "2009 Tom Herren Memorial HAM Classes" will be taught at the Shoreline Yacht Club on two weekends in 2009.

TECHNICIAN LICENSE COURSE
Saturday & Sunday, February 7 & 8, 2009
8:00 AM to 5:00 PM each day.

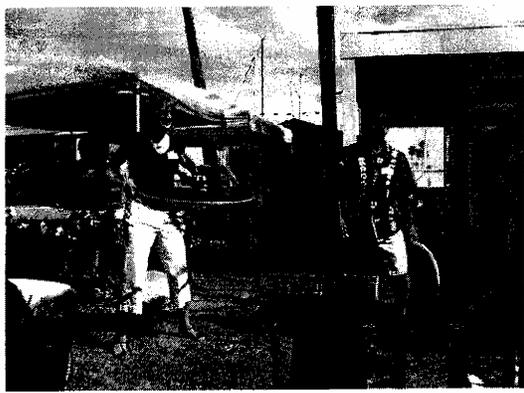
GENERAL LICENSE COURSE
Saturday & Sunday, March 28 & 29, 2009
8:00 AM to 5:00 PM each day.

Each course fee is \$75.00 per person and includes the text book, continental breakfast and lunch on both days. An FCC license fee of \$14.00 (cash only) is payable upon taking the exam on Sunday afternoon.

Class size is limited so reserve early. Call the Shoreline Yacht Club office, 562-435-4093 or email: syclb@hotmail.com.

COASTAL COMMISSION

For additional information contact: K6SYC@yahoo.com.



Hula Hoop time.



It's ok to bring your boat! Join us.

Labor Day Cruise-In – You should really try it.



Shoreline Yacht Club Cruise-Out

Clockwise from the left: Sparky, Ava and Allen at breakfast, Queen Mary from the club, Tony Carbone looking stylish as ever, Kim LeVern, Richard Stroik, Ron Warren and Leslie Bond at the Avalon gathering of yacht club commodores (not at Shoreline).



EX.5 P.9 of 17

April 1, 2010

Congressman John T. Salazar
Washington, DC
326 Cannon HOB
Washington, DC 20515
Grand Junction, Colorado
225 North 5th Street, STE 702
Grand Junction, CO 81501

Dear Congressman Salazar,

I applaud your efforts and ultimate success in the passage of the Stolen Valor Act. While I am not a veteran, I am of parents who served valiantly in the Air Force and Navy. I have been fortunate to live a good life in the wake of their sacrifice and patriotism. For that I, and others like me, shall be eternally grateful.

Recently, I was contacted by Special Agent Shannon Raschal of NCIS. I was asked to assist the Navy in an investigation of a small and rather curious yacht club, the Navy Yacht Club of Long Beach, CA. This Club has been a thorn in the side of many here in our public marina. They "occupy" a 12-foot square foot shed without hot or cold running water, sink or toilet facilities. What purports to be a 501C7 is clearly a "paper" club with benefits which inure to a small handful of Club "fathers". The ABC, owing the Club's past behavior, has denied a liquor license.

But that wasn't at the heart of Agent Raschal's investigation. It turns out I was being asked to assist the Navy in surveillance of this Club, particularly with regard to its Commodore and JAG, Vice Admiral Allen Kent. I found it easy to keep my eyes on this guy. My 92-foot pleasure yacht is berthed directly across from the Navy Yacht Club. A few years ago, the ABC had similarly asked for my help.

Agent Raschal told me there had been numerous complaints about the Club. That came as no surprise. But what she then showed me was a surprise indeed. She presented a photo of Admiral Kent, in dress uniform, proudly displaying his Purple Heart and Medal of Valor. My initial comment: "Well he must be a big wig! He somehow coaxes the city marina management into allowing him repeated weekend stays at the public dock. For free! The rest of us pay 80 cents per foot per day. Yet Kent and his pals seem to get free passes!" I took some photos of Kent luxuriating at his new home and am sending them along.

Why am I bringing this to your attention? The U.S. Navy admits Admiral Kent is a fraud. He was never a Vice Admiral. Not even close. The Medal of Valor is a phony as is the Purple Heart. And, this ridiculous excuse for a yacht club also had Kent serve as their JAG, ...without even checking to see if he had a law degree. Of course, he has none.

After a two-year unchallenged stint as Commodore, after having profited handsomely from his charade, after having guided the Club activities of over 200 members, including a close circle of Club "dignitaries", Kent has quietly retreated from the Club.

COASTAL COMMISSION

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A few weeks ago, I received a call from Agent Raschal. I had supplied her with quite a stack of materials on the Club. And she has been forthright and diligent about keeping me in the investigative "loop" as best any agent can while maintaining confidentiality. However, I could sense frustration in her call. She then told me the Navy has decided to close the case. I asked "Why?? You have this guy dead to rights!!!!"

She said the U.S. Navy had determined that the association between the Navy Yacht Club and the real U.S. Navy was distant and unofficial and did not merit further investigation.

She then apologized to me for what we both knew but couldn't say.

She mentioned that the U.S. government had been having a tough time with First Amendment challenges to the Stolen Valor Act. I countered that those challenges would likely never hold up. She then said the cases being chosen for prosecution were generally built against those who derived benefit, financially, from the fraud.

In the case of Vice Admiral Kent, a man no more an Admiral than Captain Kangaroo, the law has been broken not quietly but flagrantly. This man was not just a Club member. He was a Club architect. The Club carries to this day the name of the U.S. Navy. Kent exacted, in the form of free services, thousands of dollars in free dock space and public utilities. It should be noted here that the City of Long Beach is itself a tenant of this California state-owned land and shore.

The United States, and particularly the IRS, will select cases for prosecution which can be prominently marketed and displayed. The press-worthiness of a culprit can be a useful weapon against crime. This is why I will be contacting the organizations listed below as well as others in the media. Those listed have supported your good work in the past.

I'm not sure what angers me more. That the City of Long Beach has lazily served as a prime target for such a scam. Or that the U.S. Navy is washing its hands of the matter, perhaps hoping to preserve its own dignity. If I was a conspiracy theorist, I'd worry I would never see the Kent file again. In this case it doesn't matter, since I, myself, provided much of what they have.

I'd like to hear your thoughts. Thanks for taking the time to create the legislation and for taking the time to make sure it has "teeth."

Sincerely,

Michael Lesner
203 North Marina Drive
Long Beach, CA 90803
562 884 7847
Copyvessel@aol.com

Cc:
California Department of Veterans Affairs
Medal of Honor Foundation, Inc.
Military Order of the Purple Heart Service Foundation
Vietnam Veterans of America
Congressional Hispanic Caucus Institute
FBI Agents Assn.

COASTAL COMMISSION

EXHIBIT # 5
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ITEM:

Toxic Mercury Levels – Basin 1

Opposition to Coastal Commission approval pending.

My name:

Michael Lesner (27 year marina live-aboard yacht resident – Basin 1)

The Coastal Act states that new development must *minimize risks to life and property*.

Provided for your review are Exhibits 1-4:

1. Aerial photograph of Basin 1, Alamitos Bay Marina. My own 92 foot vessel is marked for position on the long dock structure I share with the Long Beach Lifeguard Station 21.
2. Aerial photograph (Basin 1) included in EIR providing visual documentation of mercury concentration and showing high mercury toxicity in the darker shaded areas (lower left and upper right)
3. Second Aerial photograph (Basin 1) included in EIR providing visual documentation of hot spots
4. Proposed Dredge Plan -- Less toxic areas in blue. Toxic areas in white.

The EIR has unequivocally identified toxic mercury in Basin 1.

The proposed mitigation would call for the less toxic sediment to be dredged, then dumped offshore. Those areas are marked in blue in Exhibit #4. The additional mitigation would be for the more toxic dredge contaminant to be carried inland to dump sites (the areas in white).

From this half-baked proposal, one can only assume the following:

Mercury resides in Basin 1 at levels which are unacceptable for mitigation offshore. The marina live-aboard residents, then, have been and will continue to reside in areas deemed unacceptable for coastal marine life.

Furthermore, and even more troubling, the mitigation response does NOT include an explanation of the SOURCE of the mercury. It also gives no guarantee that the process which has allowed the mercury to leech into the basin has been remedied or even identified scientifically.

I have researched the toxic effects of mercury in humans. It is not necessary to eat marine life or swim in the bay to fall victim. In fact, mercury can absorb into the surrounding atmosphere over many years. The catastrophe of the Sea of Japan provides easy reference.

The Staff Report to the Commission states at its close (p. 36):

*"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 minimization of risks to life and property."*

I suggest, in my opposition to this permit, that the Commission consider the hazard of not only the acknowledged, current toxic condition, but, moreover, the fact that dredging of any kind does NOT

COASTAL COMMISSION

EXHIBIT # 5
PAGE 12 OF 17

provide the **“knowledge” of how the mercury is entering the basin, from where, and via what mechanism.** Without this science in place, a marina rebuild as it may affect Basin 1 is equivalent to building a skyscraper on the San Andreas faultline. As such, the City of Long Beach has not met the FIRST required step in ensuring minimization of risks to life!

Certainly, the residents, business occupants, recreational users and lifeguards who are here daily deserve to know who accepts the liability for this lapse in scientific discovery which could ultimately place our lives at risk.

I will attend the Public Hearing. However, should any of you wish to speak with me in advance of the hearing, my contact information is included below:

Michael Lesner
203 North Marina Drive
Long Beach, CA 90803
(562) 884 7847
Fax: (562) 430 7678
Michael_cbstv@tvstar.com

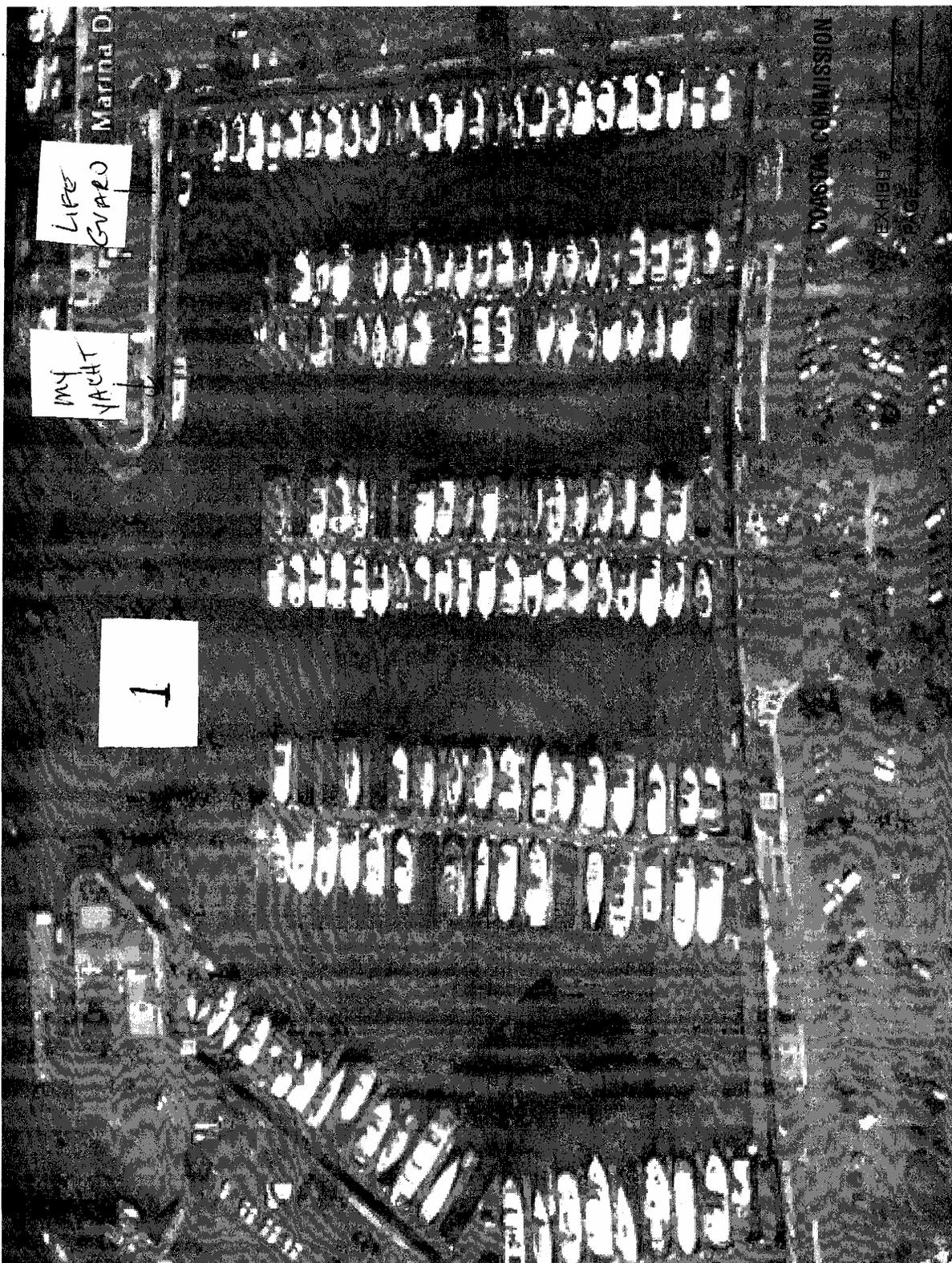
Thank you for your considered review and attention to this matter.

Sincerely,

Michael Lesner

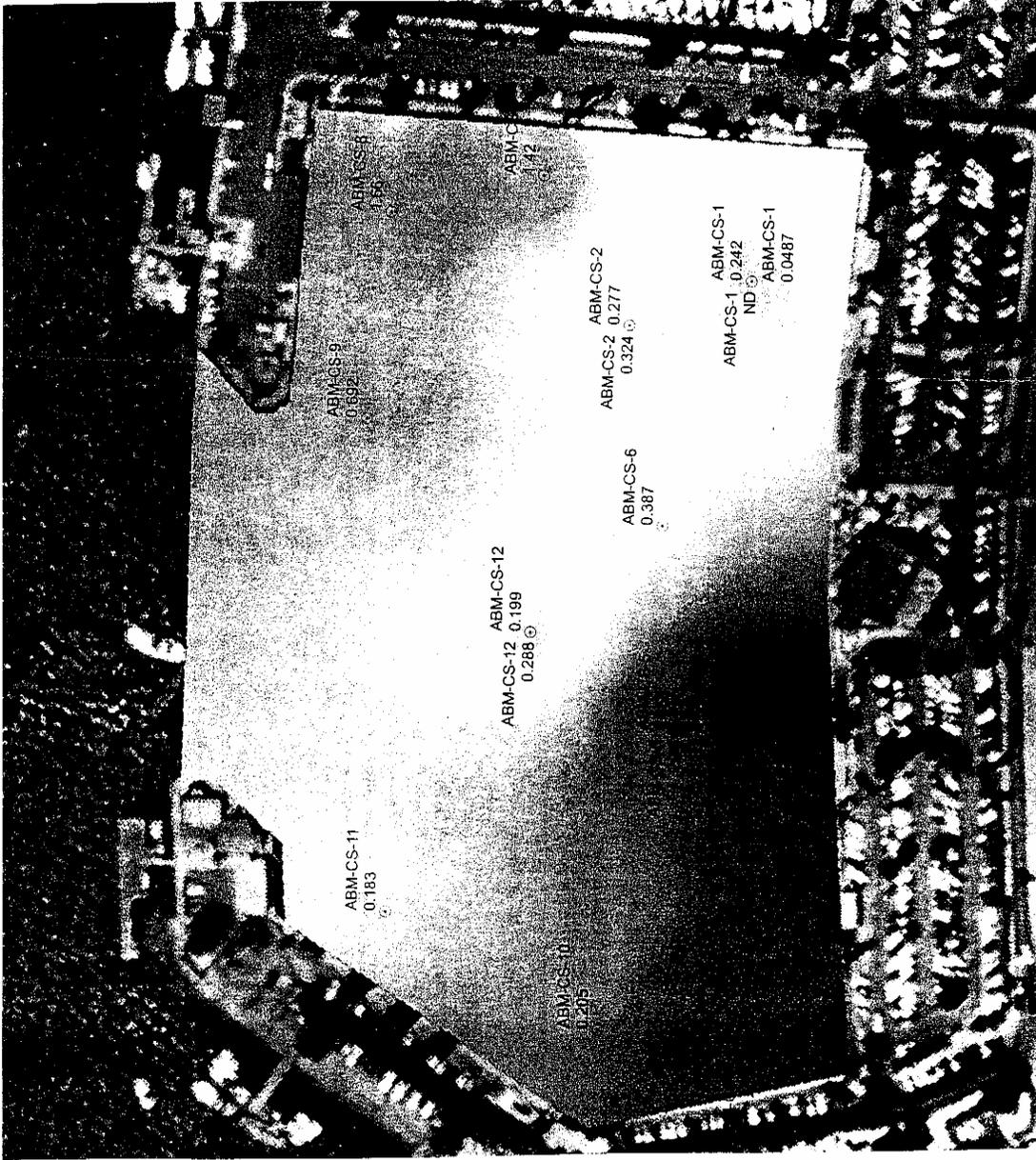
COASTAL COMMISSION

EXHIBIT # 5
PAGE 13 OF 17



Ex. 5 P. 14 of 17

2



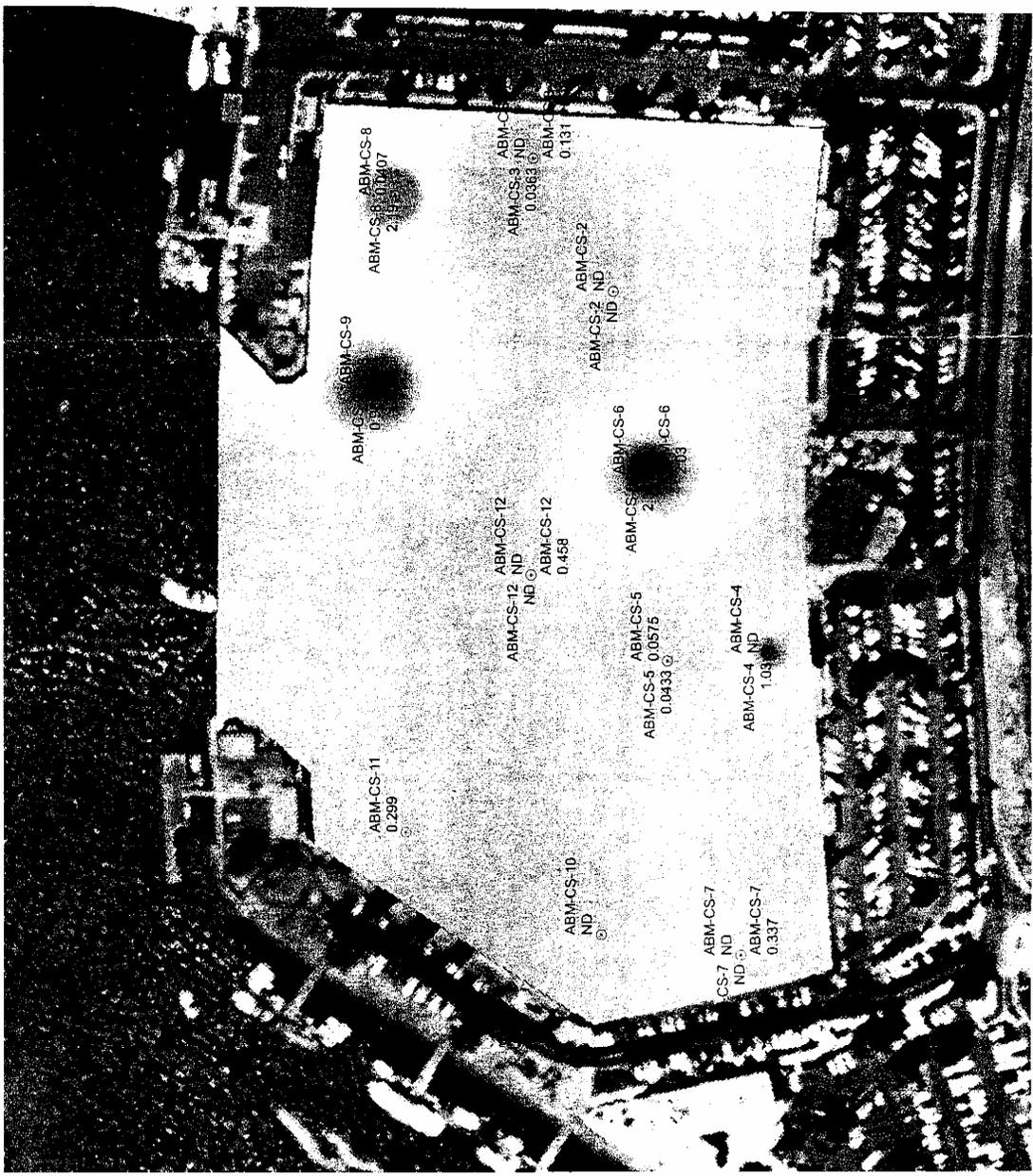
⊙ Sample Location
Mercury Concentration (p)
High : 2.59369
Low : 0.042564

Note:
1. High and Low values from all interval dep
2. Non-detect value calculated as 0.05 in ID



COASTAL COMMISSION

3



⊙ Sample Location

Mercury Concentration

High : 2.59369

Low : 0.042564

Note:

1. High and Low values from all interval
2. Non-detect value calculated as 0.05 in

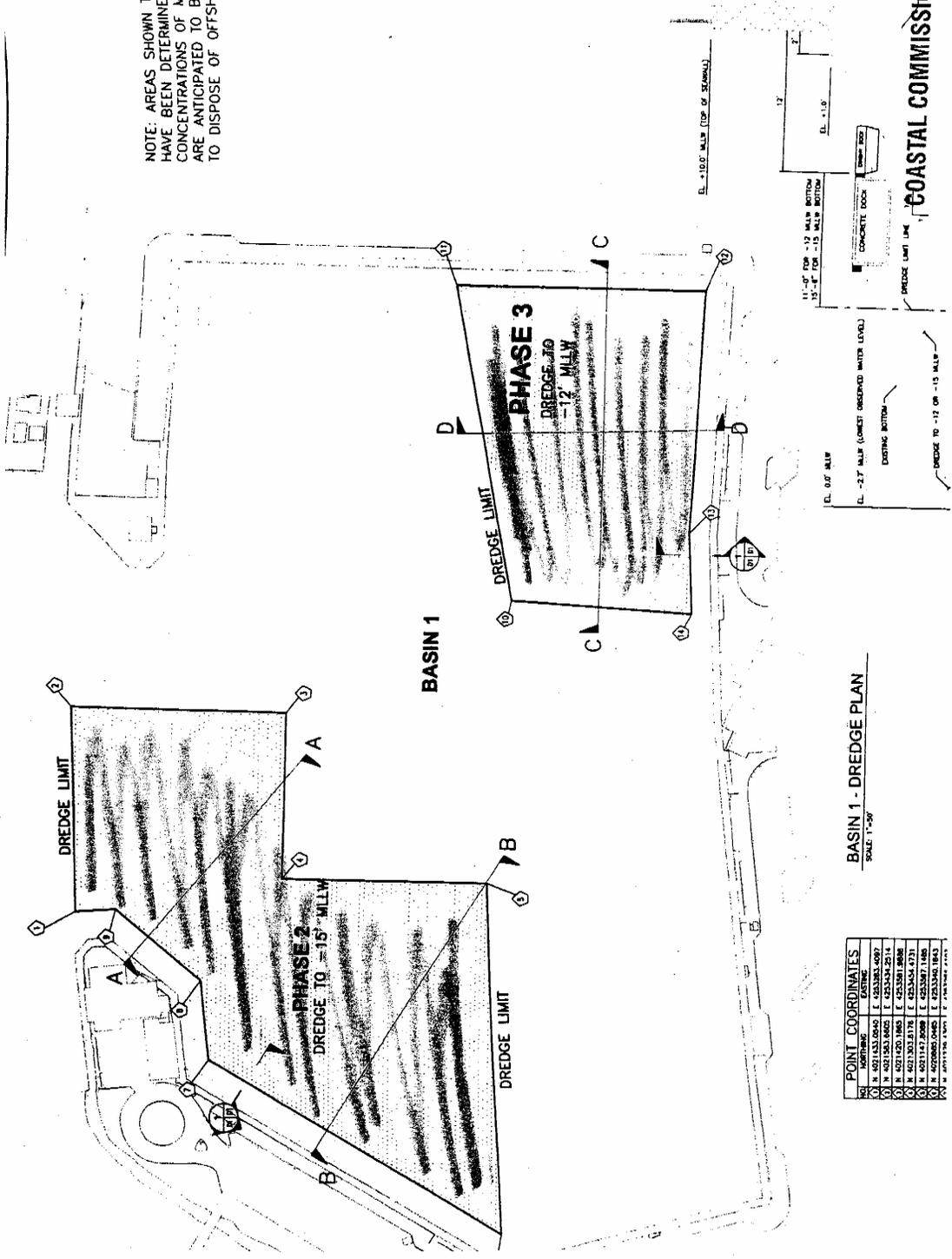


COASTAL COMMISSION

EXHIBIT # 5

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NOTE: AREAS SHOWN TO BE DREDGE
 HAVE BEEN DETERMINED TO HAVE LC
 CONCENTRATIONS OF MERCURY AND
 ARE ANTICIPATED TO BE ACCEPTABLE
 TO DISPOSE OF OFFSHORE.



POINT COORDINATES

NO.	DESCRIPTION	EASTING	NORTHING
1	SEAWALL	4253340.000	4253340.000
2	SEAWALL	4253340.000	4253340.000
3	SEAWALL	4253340.000	4253340.000
4	SEAWALL	4253340.000	4253340.000
5	SEAWALL	4253340.000	4253340.000
6	SEAWALL	4253340.000	4253340.000
7	SEAWALL	4253340.000	4253340.000
8	SEAWALL	4253340.000	4253340.000
9	SEAWALL	4253340.000	4253340.000
10	SEAWALL	4253340.000	4253340.000
11	SEAWALL	4253340.000	4253340.000
12	SEAWALL	4253340.000	4253340.000
13	SEAWALL	4253340.000	4253340.000
14	SEAWALL	4253340.000	4253340.000
15	SEAWALL	4253340.000	4253340.000
16	SEAWALL	4253340.000	4253340.000
17	SEAWALL	4253340.000	4253340.000
18	SEAWALL	4253340.000	4253340.000
19	SEAWALL	4253340.000	4253340.000
20	SEAWALL	4253340.000	4253340.000

BASIN 1 - DREDGE PLAN
 SCALE: 1"=50'

COASTAL COMMISSION

JAN 4 - 2011

CALIFORNIA
COASTAL COMMISSION

NOTE TO MR, CHUCK POSNER:PLEASE DISTRIBUTE TO COMMISSIONERS

TWO ITEMS:

1.For those staff and commissioners,who are like the applicant--uncertified,unschooled, untrained--and essentially boating adverse(which does not necessarily mean they are bad people)in boating and maritime matters:TO HELP UNDERSTAND WHAT IS AND WHAT IS NOT ALLOWED under controlling:

- A. The City and State Historical Land Mark Statues for Long Beach Marine Stadium.
- B. California State Coastal Law doctrine and law prohibiting,elimination,destruction, elimination of small boating facilities(which the waterways at issue are)

Think in terms of parking a car..DOUBLE PARKING IS NOT ALLOWED!!!!!!!!!!!!

With the above in mind:Go to the EXISTING END TIES-at the outward end of a gangway.One boat or two boats may be tied up to said end tie(depending upon length of end tie.One side of each of the two boats must be tied up PARALLEL to the dock--with the boat near kissing the dock-but separated by a fender or bumper.

NO PARALLEL PARKING IS PERMITTED-any more than PARALLEL PARKING IS PERMITTED ALONG BLUFF PARK!!

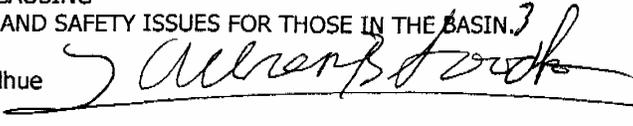
2.MITIGATION ISSUES:

Yesterday afternoon circa 4:08PM during our conversation at your office you indicated NO CONSTRUCTION ON THE ENLARGED FOOTPRINT WOULD BE PERMITTED UNLESS AND UNTIL THE REQUIRED MITIGATION WAS COMPLETED.

This discussion arose when the dubious and ill advised plan to eliminate EXISTING space for dry storage would be EVISCERATED-thus eliminating the de jure slots for rowing shell trailers as well os other small craft(NE corner of Marinè Stadium along Boathouse Lane.

Four hours later:It was brought to my attention--THAT THE ENLARGED FOOT PRINT HAS already been installed(circa last weeks of November)--and is--ALREADY CAUSING NAVIGATION AND SAFETY ISSUES FOR THOSE IN THE BASIN.

Laurence B.Goodhue
Long Beach



COASTAL COMMISSION

EXHIBIT # 6
PAGE 1 OF 7

Staples Copy Center #164

①

From: commonsense-sayssavthefence@fastmail.fm [cacrewood8@fastmail.fm] **Sent:** Mon 1/3/2011 10:59 AM
To: Staples Copy Center #164
Cc:
Subject: : JAN 3,2011 UPDATE: Note to California Coastal Commission ITEM NO:Th18b-CITY OF LONG BEACHAlamitos Bay Marina Re Build---
RESPONSE TO STAFF REPORT

Attachments: COPIES HAND DELIVERED TO STAFF
1/3/11 - LONG BEACH OFFICE

Somewhat spell checked:

Comes now these responsive comments to the Staff Report--WHICH ARE IN ADDITION to this Coastal Recreationist's comments set-forth in the public comment section published within said Staff Report now in your hands.

RECEIVED
South Coast Region

JAN 4 - 2011

CALIFORNIA
COASTAL COMMISSION

Moreover CONDITION is herein suggested--should,after the suggested trial period off buoying off the waters where proposed new long dock would be sited is approved:

Long Beach Yacht Club will be required to open their facility to non members to use its:

- 1.Restrooms.
- 2.All food facilities
- 3.Its bars

During the normal operational hours of LBYC>

Given the amount of public space consumed such a condition would be a reasonable condition.

A careful review of the report,which, with the exceptions noted herein,reveals staff has done a good job in presenting a balanced and fair representation of the issues.

The report is however,seriously flawed, and lacking in a number of matters most serious- to which this now turns.

I.It near ignores completely the OBJECTIONABLE ENLARGED FOOT PRINT(central to the objections of this individual and legions of other recreational boaters).First of which is the projected enlarged foot print at Basins (3&4) is
AT WAR WITH:

- A.City of Long Beach Historical Land Mark Statue.
- B.California State State Land Mark Statue

Indeed,Staff Report does not even deal with the subject-therein displaying a less than sophomoric grasp of the legislative intent of said statues-which this coastal recreationist participated in authoring.

The egis of the statues is as UNIQUE as the venue in chief-ie-the Long Beach Marine Marine Stadium(first man made rowing course in the United States;site of the rowing events of Xth Olympiad-1932;site of 1968,1976,1984 United States Olympic Rowing Trials.

COASTAL COMMISSION

EXHIBIT # 6
PAGE 2 OF 7

(2)

Said egis flows--NOT TO TERRA FRIMA --rather to AQUA.In sum:Said waterways may not be impregnated by a parking lot for boats.

Applicant would turn the protected waters,designed and designated for DAILY active:

- 1.Racing.
- 2.Practice.
- 3.Transit for those engaging in such(1&2)
- 4.Transit,use, for ALL general recreational boating activity(not JUST rowing-note listing of such A-thru I--page 2 of 9 of Exhibit 16 attached to original Staff Report.
Read again the wide body of opposition from the general boating community.....

INTO A PARKING LOT FOR LARGE BOATS SO BUT A HANDFUL OF THE MONIED (hiding behind 50IC3's)
can liquor up close to their favorite watering hole!!!

How did staff address such?

1.It ignores the well documented body of reasoned opposition-WHICH A a DILIGENT COMMISSION would surely read(in exhibits in its package)..by saying "some" rowers object.It should be noted, one member of the rowing community,with weak knees and a Nevile Chamberlain mindset publicly stated he supported the enlarged foot print(when reminded how dangerous and ill advised the enlarged foot print was-upon sitting down after withdrawing his opposition he WHISPERED.."I know it is!!! HOPEFULLY THE COASTAL COMMISSION WILL OVERTURN THE PLAN!!!!

2.By stating applicant(boating adverse uncertified,unschooled,untrained,untrusted in matters marine and infamous for saying..."I am a bean counter NOT A BOATER!!!) will install
R E M O V A B L E docks!!!!

Anyone stable,SOBER mind.seasoned in matters marine,would know removing such docks would be as difficult as removing Laura Richardson from the largest automobile Detroit or Japan could make!!!!

EQUALLY IMPORTANT THE EGIS FLOWS TO THE PROTECTED WATERS---365 DAYS PER YEAR---NOT JUST ON SPECIAL EVENT DAYS!!!!

Beyond the City and State Statue protected waters(Marine Stadium)the FURTHER constricting, narrowing,reducing of waters connecting the Marine Stadium with Alamos Bay--ALREADY JUST recently reduced by Commission 2010,dubious,ill advised permitting an

COASTAL COMMISSION

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PAGE 3 OF 7

(3)

enlarged foot printing
a yacht brokerage--directly across from where NOW APPLICANT WANTS TO
CONSTRUCT A EXTENSIVE
NEW LONG DOCK -- presenting further safety concerns.

Indeed,the general mind set of the Coastal Commission--ie...public
safety is NOT a concern
to the Coastal Commission---its job is to get people down to the
coast--accidents and
deaths will happen=---=and if it does---at least the victims will have
been injured or killed
enjoying the offerings of the coastline is irresponsible. There must
be a change in
said mindset and those that espouse such.

In the instant case:The Commission is requested to take
constructive,if not judicial
notice, of the already reduced width of the channel--AS WELL AS THE
PRESENCE OF THE
EXISTING GROIN AT BASIN THREE.

1.Said Groin tells those schooled in matters marine of the presence o
chop,currents,
surge,waves,winds---ABSENCE such---there would be no need for the
groin---AND COULD BE
REMOVED TO:

Provide mitigation(instead of removing existing dry storage
facilities(NE corner
of Marine Stadium- see Applicant Exhibit 15)

However,the existence of said protective groin tells those schooled
in such--
a long dock at the projected location is ill advised(embraced by but
the Captain
of Exxon Valdez or those of such ilk).The channel is too narrow at
that point to
realize safe arrival and departure of boats the dock size portends-

Indeed,that is the reason applicant HAS REFUSED the long standing
suggestion to
BUOY off the footprint area-EASILY ACCOMPLISHED AT ESSENTIALLY NO
COST--during the
high season--March to October-to demonstrate the public safety
hazzard so obvious to
all but those uncertified,unschooled,untrained-and UNTRUSTWORTHY IN
MATTERS MARINE.Applicant has had 18 months to do so but has
refused!!!!

AT THE VERY LEAST THE COMMISSION CAN MAKE SUCH A TEST PERIOD A
REQUIREMENT.MAKE THE DETERMINATION WHEN FACTS ARE IN-
IN OCTOBER 2011 AFTER THE NUMBER OF ACCIDENTS
AND OR FATALITIES
CAN BE MEASURED--demonstrating it is not as obtuse in matters marine
and public
safety as Commission;s actions would suggest.

TURN NOW TO WHERE IN MY VIEW,STAFF,FOR PAST QUARTER CENTURY,HAS done
an admirable job,particularly the dedicated and dauntless Mr Chuck
Posner.

COASTAL COMMISSION

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(41)

ISSUE OF SMALL/LARGE BOAT MIX.

For the past 15 years the boating adverse,uncertified,unschooled,untrained- and in to many matters untrustworthy -applicant has been trying end runs around controlling State Coastal Law in attempts to kick out smaller boats-

WHICH ARE THE MAINSTAY OF THE ALAMITOS BAY MARINA- THE Marina being made such by three factors:

- 1.The limited size of the Marina.
- 2.The clearance of four bridges within or adjacent to it.
- 3.THE presence of the United States Federal Long Beach Breakkwater which-essentially- creates de facto, lake like, conditions, so attractive,to smaller boats.Unlike the majority of Marinas in California-whose boats-face but the ravages of OPEN SEA once outside their jetties-the smaller boats can spend the day cruising the waters within the breakwater.It is a magnet for those in the smaller boats- especially for those than can not be trailered.

The contention of the boating adverse,uncertified,unschooled,untrained-and untrustworthy applicant that there is trending toward larger boats-IS AT WAR WITH: The findings of those certified,schooled,trained in matters marine within the California State Department of Boating and Waterways--saying exactly opposite is the case.

NOTE THERE IS ONE NOTED EXCEPTION--WHICH IS IN THE DEMAND FOR MEGA YACHTS---250'-350' those with helicopter decks--hopefully Commission realizes that is not the market it serves.

It is noted the Commission's record's reflect the lamenting of a Marina Del Rey woman having difficulty finding a slip for her recently purchased larger boat.Hopefully the Commission does not formulate organic policy on one or two instances--OR THE PLEADINGS OF BROKERS EAGER TO SELL BOATS.Indeed,the economy not withstanding,part of the reason for glut of larger used boats on market--is brokers convinced the clueless that larger boats is the way to go--ie they were oversold--proving there is no shortage of the Rodney Dangerfield (Caddy Shack)characters.

As one who was one of the first tenants in the Downtown Marina--with slips designed for two boats per slip(there were not enough larger boats-slips remained fallow-until they allowed smaller(26')to occupy 30 ft slips-- my views isDOUBLE SLIPS

COASTAL COMMISSION

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5

LEAD TO TOO
MANY CRASHES--and is an unwise approach.

If the Commission is not wise enough to see through the ARTIFICE of the untrustworthy applicant-who claims that smaller boats will be allowed in larger slips--AT THE SMALL SLIP RATE---THE COMMISSION SHOULD AT LEAST ESTABLISH ITS PERCENTAGE/RATIO---and protocols for monitoring such-WITH STIPULATION THAT ANY VIOLATIONS WILL LEAD TO SUMMARY SUSPENSION OF ISSUANCES OF ANY PERMIT BY THE CITY OR PORT OF LONG BEACH-WITH CORRELATIVE FREEZE ON ANY MONIES FROM DEPARTMENT OF BOATING AND WATERWAYS.

: DRY STORAGE SLOTS.The number applicant lists is ALREADY the existing number- yet he plans to remove terra firma currently- the de jure location of slots for rowing shell trailers as well as trailers for other boats in dry storage.EXHAUSTED STAFF failed to catch that slight on hand and pin it down.

FINALLY:As a result of a disciple,unsavory agreement and body of conduct which evolved in the run up to closing hours of local permitting process between the bullying boating adverse applicant(uncertified,unschooled,untrained-and in to many matters-untrustworthy)and the earlier referenced weak kneed Nevil Chamberlain mind set (eager to please the bullying applicant)- they joined in an accord (Applicant grabbing arms/weak kneed grabbing legs of the decent and good people of the water skiing community-throwing the water skiers under the bus(or the boat as the case would be)by cutting the water skiers access hours to the only such venue within circa 200 miles--and giving it to the rowers-IF THEY WOULD DROP THEIR WELL DOCUMENTED AND REASONED OPPOSITION TO THE ENLARGED FOOTPRINT.

As 30 year member of the rowing community;twice elected president of the Long Beach Rowing Association;contributing author to both City and State Historical Land Mark statues;like many others,such an accord is,in my view, directly repugnant,to any sense of decency.As such,any results flowing from such an accord must be repudiated in the strongest terms permissible in the English language.Fruits flowing from such an accord must be eviscerated by the Commission and access hours restored.

More to the point-because such disciple and tawdry conduct,is in my

COASTAL COMMISSION

EXHIBIT # 6
PAGE 6 OF 7

view,at war with
Federal Maritime Doctrine,the P E R S O N A L-
review,approval,signatures of
both:

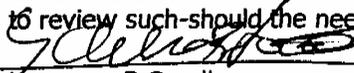
- 1.The Commandant of the United States Coast Guard.
- 2.Secretary of the United States Army.

~~Is being requested given they are the CONVENING AUTHORITIES~~
regarding Federal Matters-
though it does not dissolve the Commission from its moral
responsibilities.No less
important the good Commission surely does not want to sully its
reputation by lending its
name to such a disciple accord.

It been so requested,by me, pursuant to the Grant Deed 753 December
25,1923 which placed the waters of
Long Beach Marine Stadium within the Inland Waterways of the United
States then henceforth ceding forever more to the Federal Government

"The paramount right of the Federal Government to control,in the
interest of
navigation and commerce,any portions of land,..which lie within
navigable waters,
of any bay,harbor,estuary,or inlet of the Pacific Ocean.

Such a review will find,the referenced accord and conduct to close to
that found within
the infamous Simas Kudirka matter(1971) dealing with Federal Maritime
Doctrine---thus would be hard to
justify to Chair and Ranking Members of United States Senate
Committees-who would be asked
to review such-should the need arise.


Laurence B. Goodhue
United States Post Office Box 14464
Long Beach
California
90803

COASTAL COMMISSION

EXHIBIT # 6
PAGE 7 OF 7

Name
Address
Long Beach, CA

January , 2011

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416

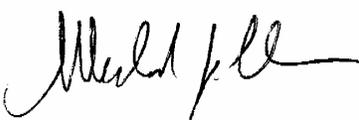
Dear Mr. Posner:

I am a long-time resident of Long Beach and boater in Alamitos Bay, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely, 

Name MICHAEL J. SEIBS
(562) 896 3797
LB Resident since 1968.

Agenda Item - Th18b
Application No. 5-10-263
Recommend - Approval

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EXHIBIT # 7
PAGE 1 OF 1

Will Durant
1306 29th Street
Signal Hill, CA 90755

January 3 , 2011

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416

Dear Mr. Posner:

I am a long-time resident of Long Beach and boater in Alamitos Bay, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely,


Will Durant

Agenda Item—Th18b
Application No. 5-10-263
Recommend - Approval

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EXHIBIT # 8
PAGE 1 OF 1

David C. Robertson
331 Linares Avenue
Long Beach, CA 90803

Agenda Item – Th18b
Application No. 5-10-263
Recommend - Approval

January 3, 2011

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416

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COASTAL COMMISSION

Dear Mr. Posner:

Your well prepared "Staff Report" highlights the many concerns of the rebuild of a marina that is deplorable condition. I am a long-time resident of our city and boater in Alamitos Bay, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate your forwarding this letter of support to all of the Commissioners.

I have been involved and watched the process of developing the plan for renovation of the marina since 1999 when I was involved in surveying Basin 4 boat owners to assist in the determination of the optimum slip mix. As a small boat owner, I support the provision to require dry storage for smaller boats as the lower costs of boat storage and maintenance will attract many younger boaters to use Alamitos Bay. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

At the end of your report were several older articles about the concerns of a number of rowers. I would note that the concerns of the "majority" of this group of users of Alamitos Bay were addressed in a group meeting where it was agreed to retain the current width of the waterway and develop collapsible slips to accommodate their relatively few long distance races. That compromise for all parties reflected an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users (including the rowers).

I am also encouraged by the City of Long Beach's positive response to environmental issues set forth in the permit. It is a substantial improvement over the City's response to the wetlands destruction by Sean Hitchcock and its continuing support of the planning for TakiSun's proposed 12+ story highrise retail/hotel/condo complex at 2nd and PCH - which is in no way compliant with the existing local coastal plan.

In closing, the Alamitos Bay Marina definitely requires renovation, the window for financing the project is tenuous, and the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I think it is deserving of a unanimous approval by all of the Commissioners.

Sincerely,



David C. Robertson, MAI

COASTAL COMMISSION

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PAGE 1 OF 1

Conrad Banks
3372 Gilbert Drive
Huntington Beach, CA 92649

January 4, 2011

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 Ocean Gate, 10th Floor
Long Beach, CA 90802-4416

Dear Mr. Posner:

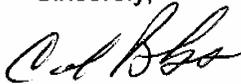
I am a long-time resident of Huntington Beach and boater in Alamitos Bay, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely,



Conrad Banks

Agenda Item - Th18b
Application No. 5-10-263
Recommend - Approval

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PAGE 1 OF 1

Tom Shadden
104 Rivo Alto Canal
Long Beach, Ca 90803

Recommend - Approval

January , 2011

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COASTAL COMMISSION

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416

Dear Mr. Posner:

I am a long-time resident of Long Beach and boater in Alamitos Bay, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely,



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Scott T. Meyer
P.O. Box 13114
Long Beach, CA 90803

January 4, 2011

Agenda Item – Th18b
Application No. 5-10-263
Recommend - Approval

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416

Dear Mr. Posner:

I am a long-time resident of Long Beach and boater in Alamitos Bay, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely,


Scott T. Meyer

COASTAL COMMISSION

EXHIBIT # 12
PAGE 1 OF 1

Bob and Helen Windham
Gangway 39, Slip 3901
Alamitos Bay Marina

Agenda Item – Th18b
Application No. 5-10-263
Recommend – Approval

January 5, 2011

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416

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Dear Mr. Posner:

My wife and I have been boating in Long Beach for many years. My father-in-law was Larry McDowell, who was a key promoter of the development of Alamitos Bay Marina and served fifteen years as the first Marine Director for the City of Long Beach. His foresight in this development has helped provide aquatic enjoyment for many people in many varied on – water activities. If he were still living I feel sure that he would join us in expressing our full support for the Coastal Commission Staff's recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners and to reduce the great number of empty small slips.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely,

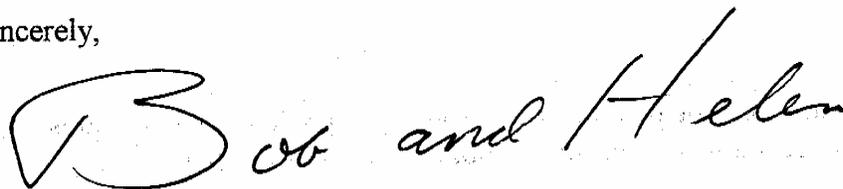
 **COASTAL COMMISSION**

EXHIBIT # 13
PAGE 1 OF 1

Richard O'Reilly
6329 Costello Ave.
Van Nuys, CA 91401

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South Coast Region

JAN 6 2010

CALIFORNIA
COASTAL COMMISSION

California Coastal Commission
200 OceanGate, Suite 1000
Long Beach, CA 90802-4302

Re: Application 5-10-263

Dear Commissioners:

I urge you to follow your staff's recommendation and vote approval of the City of Long Beach application to rebuild the Alamitos Bay Marina.

I have had the privilege of owning several different sailboats ranging from 20 to 33 feet in length over the years since I moved to Southern California in 1974. During that time, the Alamitos Bay Marina has always stood out in my mind as the premier location for a boat slip. But for many years the waiting list was measured in multiple years and I kept my boat elsewhere. I was able finally to lease a slip there beginning in 1997, where I keep a 30-foot classic built in 1968 during the heyday of Southern California's fiberglass boatbuilding industry.

I think the mix of slip lengths contained in the city's recommendation, plus the additional dry storage recommended by your staff, are good choices for the next 50 or 60 years of boating.

The current marina has been a coastal asset for more than half a century and the City of Long Beach has been an excellent steward of the tidelands upon which it is built. But it is beyond repair on an as-needed basis and must be replaced to today's marina standards.

Thank you for your consideration.

Sincerely,


Richard O'Reilly

Cc: Mark Sandoval, City of Long Beach Marina Manager

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EXHIBIT # 14
PAGE 1 OF 1

DAVID G. BERG
18 Giralda Walk
Long Beach, CA. 90803

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JAN 7 2010

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January 5, 2011

Agenda Item – Th18b
Application No. 5-10-263
Recommend - Approval

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416

Dear Mr. Posner:

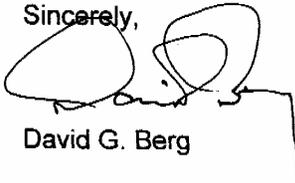
I am a long-time resident of Long Beach and boater in Alamitos Bay, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely,



David G. Berg

COASTAL COMMISSION

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South Coast Region

Camille M. Daniels
425 Havana Ave
Long Beach, CA 90814

JAN 7 2010

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COASTAL COMMISSION

Agenda Item – Th18b
Application No. 5-10-263
Recommend - Approval

January 5, 2011

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 Oceangate, 10th Floor
Long Beach, CA 90802-4416

Dear Mr. Posner:

I am a long-time resident of Long Beach and slip holder in Alamitos Bay Marina for 33 years, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely,



Camille M Daniels

COASTAL COMMISSION

EXHIBIT # 16
PAGE 1 OF 1

President
JIM HAYES
Almar Management Inc.
805.985.5003

Vice President
PAT BAGAN
Sierra Boat Company
530.546.2551

Secretary
JOANIE SEATON
Peter's Landing Marina
562.592.4441

Treasurer
SHAUN MCMAHON
Shelter Cove Marina
619.224.2471

Immediate Past President
RANDY SHORT
Almar Management Inc.
805.984.3738

Regional Vice Presidents
No. Cal. Lake Region
RICK HERBERT
Lake Sonoma Resort Area
Delta Region
CHRIS LAURITZEN
Lauritzen Yacht Harbor
So. Cal. Lake Region
SHELDON SANDSTROM
Sierra Marina
No. Cal. Ocean Region
CARL ERNST
Pier 38, San Francisco
So. Cal. Ocean Region
KATHY OBRIEN
Sun Harbor Marina
Other States
TIM COLVIN
Forever Resorts

Board of Directors
JIM BEHUN
Sunroad Resort Marina
YVONNE CANTRELL
Water Resorts Inc.
MIKE HAN
Shasta Lake Resorts LP
KEVIN KETCHUM
California Yacht Marina
JESSICA KIRKPATRICK
Chula Vista Marina
MARK SANDOVAL
Long Beach Marinas

At-Large Directors
JOSH BURNAM
Anchor QEA
R.J. LORENZI
Westmar Insurance Services
ERIC NOEGEL
Bellingham Marine

Permanent Board of Directors
DAVE MUNRO
Skipper's Cove
Legislative Advocates
DAVID G. ACKERMAN
PAUL GLADFELTY
BILL KRAUSS
1201 K Street, Suite 750
Sacramento, CA 95814
916.444.3116

General Counsel
MARK HOLMES
Law Offices of Mark D Holmes
2801 West Coast Hwy, Suite 21
Newport Beach, CA 92663
949.645.0450

Communications Administrator
MARIANN TIMMS
15004 Glasscock Road
Lodi, CA 95242
209.334.0661 fax 209.334.6876
timms@marina.org

January 4, 2011

California Coastal Commission
200 Oceangate, Suite 200
Long Beach, CA 90802

SUBJECT: Alamitos Bay Marina Rehabilitation Project Item Th18b

Honorable Chair Wan and Members of the Coastal Commission:

I am the current President of the Marina Recreation Association (MRA). This organization represents marinas in the western United States, including many oceanfront marinas in California.

I am writing this letter in support of an item that is on this month's Coastal Commission agenda, item Th18b, the rehabilitation of the Long Beach Alamitos Bay Marina. As I am sure you are aware, public and private marinas up and down the State are in a physical and economic condition whereby rebuilds are now, or will be in the near future, a necessity. The MRA includes in its membership many marina operators that have been working for years on marina rebuilds.

It is my understanding that one of the primary concerns regarding the rehabilitation of the Alamitos Bay Marina is the proposed slip mix, in which the City of Long Beach is proposing the elimination of unrentable small slips to allow for the construction of high-demand larger slips. It is also my understanding that the proposed slip mix includes 25% slips 25-feet and smaller and 65% slips 35-foot and smaller, that the average slip length will be increasing only 4.6 feet, to 35.8-feet, and that the City has documented hundreds of vacancies for slips 25-foot and under over the past few years.

The proposal by the City of Long Beach is consistent with the objectives of many of our member marinas, which is to develop a slip mix that provides the best coastal access, by matching current and future demands so that slips do not go empty. This is a reasonable approach supported by our Association.

As a result, I trust that you will take this letter as support for the Alamitos Bay Marina Rehabilitation Project.

Sincerely,



Jim Hayes
President, Marina Recreation Association

RECEIVED
South Coast Region

JAN 7 2010

CALIFORNIA
COASTAL COMMISSION



915 L Street, #C107
Sacramento,
CA 95814
916. 441. 1475
www.marina.org

COASTAL COMMISSION

EXHIBIT # 17
PAGE 1 OF 1

RECEIVED
South Coast Region

John Strong
6048 E. Appian Way
Long Beach, CA, 90803

JAN 7 2010

Agenda Item -- Th18b
Application No. 5-10-263
Recommend - Approval

January 5, 2011

CALIFORNIA
COASTAL COMMISSION

Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416

Dear Mr. Posner:

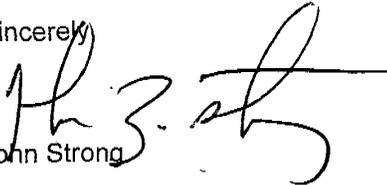
I am a long-time resident of Long Beach and boater in Alamitos Bay, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely,



John Strong

COASTAL COMMISSION

EXHIBIT # 18
PAGE 1 OF 1

RECEIVED
South Coast Region

JAN 10 2011

Richard D. Young, Ph.D.
145 Storm Way
Crescent City, CA 95531

**CALIFORNIA
COASTAL COMMISSION**

Home: 707-458-3346
Cell: 707-954-0892
r.d.young@charter.net

California Coastal Commission
200 Oceangate, Suite 200
Long Beach, CA 90802

January 10, 2011

Re: Alamitos Bay Marina Rehabilitation Project, Item Th18b

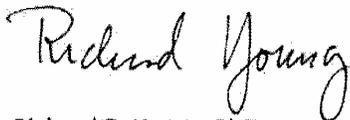
Dear Chair Wan and Members of the Coastal Commission,

I am writing to support the Alamitos Bay Marina Rehabilitation Project. Although I am the President of the California Association of Harbormasters and Port Captains, and am the Executive Officer of the Crescent City Harbor District, I am writing in my private capacity as an Economist and experienced harbor manager. The views in this letter are strictly my own and do not necessarily represent either of the above organizations.

These are very difficult times for the budgets of state and local governmental agencies. I urge you to consider the impact on marinas of forcing them to oversupply certain facilities for the boating public. In the case of Alamitos Bay Marina, the City of Long Beach has demonstrated that there is relatively low demand for smaller slips, resulting in many small slips going unrented. If the City maintains this excess supply after rebuilding, the result will be an expenditure of public funds, but no revenue in return. Inevitably, this revenue shortfall in one area will be funded by reducing services in some other area.

The City of Long Beach has proposed a slip mix that will reasonably meet existing and foreseeable demand for slips in their Harbor. The best way to promote coastal access and ensure the economic vitality of our harbors is by matching the supply and demand of slips so that all the slips in a harbor are utilized by the boating public. Please add me to the list of supporters of the Alamitos Bay Rehabilitation Project.

Sincerely,



Richard D. Young, PhD

COASTAL COMMISSION

EXHIBIT # 19
PAGE 1 OF 1

Name KEN TLOSSEN
Address 93 RIVO ALTO CORD
Long Beach, CA

Agenda Item – Th18b
Application No. 5-10-263
Recommend - Approval

January 3, 2011
Mr. Charles Posner, Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802-4416

RECEIVED
South Coast Region

JAN 10 2010

Dear Mr. Posner:

I am a long-time resident of Long Beach and boater in Alamitos Bay, and I am writing to express my full support for the Coastal Commission Staff recommendation for the approval of the permit to renovate Alamitos Bay Marina. I appreciate the comprehensive staff report and I ask you to forward this letter of support to all of the Commissioners.

I support the provision to require dry storage for smaller boats to promote an interest by younger people in all types of boating and aquatic activities. I also support the increase in the number of larger (and wider) slips to help reduce a long waiting list for the larger boat owners.

While there has been dissention over the scope of the renovation, most all of the user groups have agreed on the current development plan which reflects an understanding that Alamitos Bay is a special asset to be responsibly shared by all of its users.

In closing, the Alamitos Bay Marina definitely requires renovation. With the environmental requirements of the permit, the renovation would provide a greatly improved environment for the Bay and nearby ocean habitats. I recommend approval of the permit by all of the Commissioners.

Sincerely,


Name

COASTAL COMMISSION

EXHIBIT # 20
PAGE 1 OF 1

FORM FOR DISCLOSURE
OF EX PARTE
COMMUNICATIONS

South Coast Region

JAN 7 2011

CALIFORNIA
COASTAL COMMISSION

Date and time of communication: January 05, 2011 at 11:30 a.m.

Location of communication: Received a FedEx Package at my City Hall Mail Box
(If communication was sent by mail or
facsimile, indicated the means of transmission.)

Identity of person(s) initiating communication: Anne Blemker, McCabe and Company

Identity of person(s) receiving communication: Kenneth E. Zanzi

Name or description of project: Alamitos Bay Marina Rehabilitation Project

Description of content of communication:
(If communication included written material, attach a copy of the complete text of the written
material.)

*Package contained briefing materials (PowerPoint Presentation) for the Alamitos Bay Marina
Rehabilitation Project per attached.*

January 6, 2011
Date


Signature of Commissioner

If communication occurred seven (7) 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 (7) 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 (7) seven days of the hearing, complete this form, provide the information on the record of the proceeding and provide the Executive Director with a copy of the communication.

File Fax Note	7671	Date	01/06/2011	# of pages	3
by	Douglas	From	K. E. ZANZI		
apt.	CCC	Co.			

COASTAL COMMISSION

APPENDIX 2
EXHIBIT # 21
PAGE 1 OF 2

FORM FOR DISCLOSURE
OF EX PARTE
COMMUNICATIONS

JAN 7 2011

CALIFORNIA
COASTAL COMMISSION

Date and time of communication: January 06, 2011 at 8:20 a.m.

Location of communication: Received a telephone call at my Fortuna residence
(If communication was sent by mail or
facsimile, indicated the means of transmission.)

Identity of person(s) initiating communication: Susan McCabe

Identity of person(s) receiving communication: Kenneth E. Zanzi

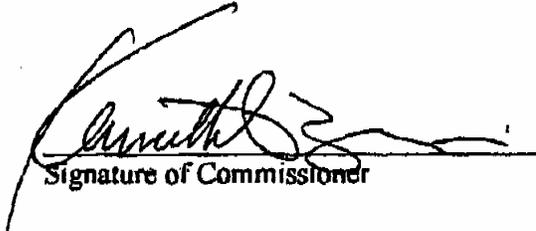
Name or description of project: Alamitos Bay Marina Rehabilitation Project

Description of content of communication:
(If communication included written material, attach a copy of the complete text of the written
material.)

*Susan had left me a message on January 4th about 3:38 p.m. to congratulate me on my appointment
and to request an opportunity to meet me in Long Beach.*

*This morning's call, Susan requested an Ex Parte briefing opportunity with me upon my arrival at
Long Beach on Tuesday, January 11th around 4:00 p.m. She and Mark Sandoval will brief me on item
Th1 8b*

January 6, 2011
Date


Signature of Commissioner

If communication occurred seven (7) 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 (7) 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 (7) seven days of the hearing, complete this form, provide
the information and provide the Executive Director with a copy of the communication.

Post-It® Fax Note	7671	Date	01/06/2011	# of pages	1
To	PETER DOUGLAS	From	K. E. ZANZI		
Co./Dept.	CCC	Co.			
Phone #		Phone #	707-725-1415		

COASTAL COMMISSION

EXHIBIT #21
APPENDIX 2
PAGE 2 OF 2

Subject: RE: FW: Alamitos Marina Permit

List of Vendors providing opportunities.

Public Opportunities:

Vendors In Alamitos Bay:

Aqua Link Bus- Public Water Taxi
Alamitos Bay Landing

Alamitos Bay Sailing- Sailing Club
Alamitos Bay Landing

Bay Boat Rentals: Electric Boat Rentals
186 Marina Drive

Gondola Getaway- Gondola rides
5437 E. Ocean Blvd

HydroBikes Rental- Rentals of Aqua Bikes
Alamitos Bay Landing

Kayaks on the Bay- Kayak and stand-up paddle board rentals
5411 E. Ocean Blvd.

LB Marina Sport fishing- Sport fishing trips
140 Marina Dr.

Star Party Cruises- Harbor Cruises
140 Marina Dr.

Sun Diver- SCUBA diving charters
160 Marina Dr.

Vendors In the Long Beach Area:

Rainbow Harbor:

Dock 1- Pierpoint Landing- Fishing, SCUBA Dive, Private charters

Dock 2- Harbor Breeze Yacht Charters- Harbor Tours

Dock 3- Pacific Avalon, Yacht Charters

COASTAL COMMISSION

5-10-263

EXHIBIT # 22

PAGE 1 OF 2

Dock 3B- Tall Ship American Pride- Educational and Charter tours

Dock 4a- Grand Romance Charters- Party Charters and Murder Mystery Dinners

Dock 4b- Aqua Link and Aqua Bus- Public Water Taxi

Dock 5- Dockside Boat and Bed- Boat and Bed on the water.

Dock 6a- Dream Cruises- Dinner and Corporate parties

Dock 6b- Sailing Vessel Tole Mour- Educational Expeditions to Catalina and the Channel Islands

Dock 7a- Aqua Link and Aqua Bus- Public Water Taxi

Dock 7b- Harbor Breeze Yacht Charters- Harbor Tours
Rainbow Rocket Fast and Exciting Harbor rides

Dock 8- Day Guest Mooring area (3 hour limit)

Dock 9- Spirit Cruises- Harbor Tours
Aqua Bus- water taxi

Long Beach Boat Rentals- Electric and power boat rentals

Marina Sailing- Sailing Club- Rainbow Marina

Pacific Sailing- Sailing Club- Rainbow Marina

Other Long Beach Opportunities:

Alfredo's Beach Rentals- Food, bike and roller skate rentals on the beach

Aquarium of the Pacific-

Belmont Pier: Sport fishing, mooring ball rentals

Carnival Cruises-

Catalina Express- Water taxi to Catalina Island

Long Beach Windsurf and Kayak Center- Rentals and Sales
3850 E. Ocean Blvd.

Kitesurfari- Kite surfing lessons and rentals
Belmont Beach

Dave Kinley
Marina Supervisor
Alamitos Bay Marina
Marina Web Page <http://www.longbeach.gov/park/marine/default.asp>
Enotify- <http://www.longbeach.gov> - Marina News to your email.

COASTAL COMMISSION
5-10-263

EXHIBIT # 22
PAGE 2 OF 2