

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
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Long Beach, CA 90802-4302
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Th8a

Filed: 5/27/16
180th Day: 11/23/16
Staff: Z. Rehm-LB
Staff Report: 10/13/16
Hearing Date: 11/3/16

STAFF REPORT: CONSENT CALENDAR

Application Number: 5-16-0502

Applicant: Spinnaker Bay Slip Owners Association

Agent: Bluewater Design Group

Location: Spinnaker Bay Marina, 354 Blue Cavern Point, Long Beach, Los Angeles County

Project Description: Renovate 192-slip, approx. 36,000 sq. ft. private marina, including replacement of dock floats and gangways, like-for-like.

Staff Recommendation: Approval with conditions.

SUMMARY OF STAFF RECOMMENDATION

Spinnaker Bay Slip Owners Association requests a permit to renovate an existing 192-slip, approximately 36,000 sq. ft. private marina. The applicant maintains the marina for the benefit of its members, who are primarily homeowners within the adjacent residential subdivisions. The marina was constructed in the 1980s, concurrently with the homes and streets in the adjacent residential subdivisions. Approximately 15 slips within the marina were replaced in the late 1990s pursuant to Coastal Development Permit 5-01-308. The proposed development is replacement of the entire marina, including the fingers and headwalks (concrete floats), wood whalers, and up to 18 metal gangways with new features of the material and size, in phases over a period of ten years. Staff recommends **approval** of Coastal Development Permit Application No. 5-16-0502 with conditions requiring the applicant to implement construction and post-construction best management practices to preserve water quality, complete pre-construction and post-construction eelgrass surveys and provide mitigation if eelgrass impacts are identified, submit annual reports of dock replacement activities, participate in a dock float and pier lease program should the City of Long Beach implement such a program for any portion of the development over State Tidelands, and comply with the requirements of the resource agencies.

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APPENDICES

Appendix A – Substantive File Documents

EXHIBITS

Exhibit 1 – Vicinity Map

Exhibit 2 – Proposed Plans

Exhibit 3 – Eelgrass Survey Alamitos Bay 2013

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

I. MOTION AND RESOLUTION

Motion:

I move that the Commission approve the coastal development permit applications included on the consent calendar in accordance with the staff recommendations.

Staff recommends a **YES** vote. Passage of this motion will result in approval of all the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Water Quality.** By acceptance of Coastal Development Permit 5-16-0502, the permittee agrees, on behalf of itself and all successors and assigns, that the approved development shall be carried out in compliance with the following BMPs:

- A. Construction Responsibilities and Debris Removal

- i. No demolition or construction materials, equipment, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain or tidal erosion and dispersion.
- ii. Any and all debris resulting from demolition or construction activities, and any remaining construction material, shall be removed from the project site within 24 hours of completion of the project.
- iii. Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
- iv. Machinery or construction materials not essential for project improvements are not permitted at any time in the intertidal zone.
- v. If turbid conditions are generated during construction a silt curtain will be utilized to control turbidity.
- vi. Floating booms will be used to contain debris discharged into coastal waters and any debris discharged will be removed as soon as possible but no later than the end of each day.
- vii. Non buoyant debris discharged into coastal waters will be recovered by divers as soon as possible after loss.
- viii. All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- ix. The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- x. Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.

- xii. All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- xiii. Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- xiv. The discharge of any hazardous materials into any receiving waters shall be prohibited.
- xv. Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away as possible from the receiving waters and storm drain inlets.
- xvi. Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity.
- xvii. All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

B. Best Management Practices Program

i. Boat Cleaning and Maintenance Measures:

- a. In-water top-side and bottom-side boat cleaning shall minimize the discharge of soaps, paints, and debris.
- b. In-the-water hull scraping or any process that occurs under water that results in the removal of paint from boat hulls shall be prohibited. Only detergents and cleaning components that are designated by the manufacturer as phosphate-free and biodegradable shall be used, and the amounts used minimized.
- c. The applicant shall minimize the use of detergents and boat cleaning and maintenance products containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye.

ii. Solid and Liquid Waste Management Measures:

- a. All trash, recyclables, and hazardous wastes or potential water contaminants, including old gasoline or gasoline with water, absorbent materials, oily rags, lead acid batteries, anti-freeze, waste diesel, kerosene and mineral spirits will be disposed of in a proper manner and will not at any time be disposed of in the water or gutter.

iii. Petroleum Control Management Measures:

- a. Boaters will practice preventive engine maintenance and will use oil absorbents in the bilge and under the engine to prevent oil and fuel discharges. Oil absorbent materials shall be examined at least once a year and replaced as necessary. Used oil absorbents are hazardous waste in California. Used oil absorbents must therefore be disposed in accordance with hazardous waste disposal regulations. The boaters will regularly inspect and maintain engines, seals, gaskets, lines and hoses in order to prevent oil and fuel spills. The use of soaps that can be discharged by bilge pumps is prohibited.
- b. If the bilge needs more extensive cleaning (e.g., due to spills of engine fuels, lubricants or other liquid materials), the boaters will use a bilge pump-out facility or steam cleaning services that recover and properly dispose or recycle all contaminated liquids.
- c. Bilge cleaners which contain detergents or emulsifiers will not be used for bilge cleaning since they may be discharged to surface waters by the bilge pumps.

2. Annual Reporting Requirements. Within one year of the issuance of Coastal Development Permit 5-16-0502, and repeating each year thereafter, the permittee shall submit a report of construction activities from the previous year and a plan for construction for the upcoming year until the approved development is completed or the term of the coastal development permit expires. The term of this coastal development permit shall expire on November 3, 2026. The report shall include, but shall not be limited to:

- i. a map identifying dock floats and gangways replaced during the previous year and boat slips proposed to be replaced during the upcoming year
- ii. a description of any difficulties encountered during construction
- iii. an updated water quality best management practices plan for the maintenance and operation of boats within the marina including but not limited to the requirements of Special Condition 1(B) above.

3. Public Access along the Public Walkway. The proposed project shall not interfere with public access and use of the public walkway that runs between the permittee's property and Spinnaker Bay. The only permitted improvements to the public walkway are the gangway platform to the seawall associated with the proposed dock system, seating available to the public, and drought tolerant non-invasive landscaping.

4. Dock Float and Pier Lease Program. By acceptance of Coastal Development Permit 5-16-0502, the permittee agrees, on behalf of itself and all successors and assigns, that should the City of Long Beach implement a dock float and pier lease program for the limited-term private use and occupation of State Tidelands for development associated with recreational boating activities (i.e., private docks and piers), the development over State Tidelands subject to this permit shall be subject to the terms of such dock float and pier lease program.

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

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION

Spinnaker Bay Slip Owners Association requests a permit to renovate an existing 192-slip, approximately 36,000 sq. ft. private marina in Spinnaker Bay, an artificial waterway within Alamitos Bay in northeast Long Beach (**Exhibit 1**). The applicant maintains the marina for the benefit of its members, who are primarily homeowners within the adjacent residential subdivisions. Public access along the marina is uninterrupted along a walkway from Marine Vista Park through the project site. The marina was constructed in the 1980s, concurrently with the homes and streets in the adjacent residential subdivisions. Approximately 15 slips within the marina were replaced in the late 1990s pursuant to Coastal Development Permit 5-01-308. The proposed development is replacement of the entire marina, including the fingers and headwalks (concrete floats), wood whalers, and up to 18 metal gangways with new features of the material and size, in phases over a period of ten years (**Exhibit 2**). The proposed re-decking does not include any underwater construction, bottom disturbance, or fill of coastal waters. No dredging is proposed or permitted as part of the subject application.

The proposed project will not involve disturbance of the marina bottom, where turbidity could pose an impact to water quality. However, the project includes construction activity over the water, and adjacent to the water, that may create debris that may fall or be washed into the water. In addition, the improper storage of construction equipment and materials during construction can contribute to water quality impacts. The Commission finds it necessary to require the use of best management practices to minimize impacts upon water quality. In addition, the Commission finds it necessary to identify the following other construction related restrictions: all construction materials and equipment shall be stored landward of the bulkhead, on impervious surfaces only; all construction materials or waste shall be stored in a manner which prevents their movement via runoff, or any other means, into coastal waters; and that any and all construction equipment, materials and debris are removed from upland areas at the conclusion of construction.

Furthermore, boating facilities and their associated activities, such as boat cleaning, storage of hazardous materials, disposal of solid waste, can adversely impact water quality. Therefore, it is necessary to provide a special condition requiring the applicant to provide and implement a Water Quality/Best Management Practices Program that will address these issues. In order to ensure that construction activities and boat maintenance activities are carried out in a manner which preserves and enhances water quality consistent with the provisions above, the Commission imposes **Special Condition 1**.

Alamitos Bay contains eelgrass beds, which are important nursery habitats for many fish species that maintain the populations of open ocean fish species, many of which are fished commercially and recreationally. Eelgrass beds are the type of habitat area that, pursuant to Section 30230 of the Coastal Act, deserves special protection as an area of special biological significance. The most recent comprehensive eelgrass surveys within Alamitos Bay were completed by the National Marine Fisheries Service (NOAA) in 2013 (**Exhibit 3**) and identified eelgrass in the marina in the vicinity of Basin A. No bottom disturbance is permitted by this coastal development permit, so no direct impacts to eelgrass are anticipated. The applicant has proposed to conduct an eelgrass survey prior to construction and to carry out construction best management practices to ensure that debris is not discharged into the water, which could adversely affect eelgrass. Therefore, as conditioned, the Commission finds that the proposed development will not result in significant impacts to eelgrass.

In order to ensure that the applicant carries out construction consistent with the preceding requirements of the permit and reports any adverse impacts to the Commission, **Special Condition 2** establishes annual reporting requirements. Within one year of the issuance of the permit, and repeating each year thereafter, the permittee shall submit a report of construction activities from the previous year and a plan for construction for the upcoming year. The report shall include, but shall not be limited to i) a map identifying boat slips replaced during the previous year and boat slips proposed to be replaced during the upcoming year; ii) a description of any difficulties encountered during construction; and iii) an updated water quality best management practices plan for the maintenance and operation of boats within the marina including but not limited to the requirements of Special Condition 1(B) above. Reports must be submitted annually until the coastal development permit authorization expires in ten years.

The proposed project does not include reconfiguring the docks or slip size distribution. The Commission has identified slip size and slip number as an issue within public marinas due to the potential impacts to public boater access. However, slips within this anchorage are privately owned and not available to the general public. Furthermore, the development includes no intensification of use along the waterside or landside and there will be no increase in demand on the roadway system or surrounding waterways. In order to ensure that the approved development does not adversely affect public access along the water, the Commission imposes **Special Condition 3** requiring that the proposed project shall not interfere with public access and use of the public walkway that runs between the permittee's property and Spinnaker Bay. The only permitted improvements to the public walkway are the gangway platform to the seawall associated with the proposed dock system, seating available to the public, and drought tolerant non-invasive landscaping.

According to the applicant, the headwalks and fingers are in various stages of disrepair and will be entirely replaced over the next ten years. The applicant states that construction of the new floating dock fingers will be done off-site. The dock fingers will be floated into position and attached to the existing docks. During the assembly of the fingers to the docks, boating use of the slips will not be disrupted. In the event a boat needs to be removed from the slip during construction, the boat will be moved to a vacant slip and then returned once work is completed. Thus, boater access to this private boating facility will be continuously available.

The maintenance of the boat slips will enhance the anchorage and provide safe facilities. The proposed project will maintain the current mix of boat slip lengths and number of boat slips. Since the anchorage is not open to the public the mix of slip sizes does not raise any Coastal Act

issues with regards to public access. Therefore, as proposed the project will not adversely impact public access to the docks and boat slips.

The applicant holds fee title to a portion of the overwater portion of the marina where the slips are proposed to be replaced, but the City of Long Beach may hold a lease or grant of State Tidelands in the vicinity of the development. The applicant currently pays dock inspection fees to the City of Long Beach but does not pay any fees to occupy the State Tidelands over Alamitos Bay, which are administered by the City of Long Beach. The City is in the process of implementing a dock float and pier lease program for the limited-term private use and occupation of State Tidelands within Rivo Alto Canal for development associated with recreational boating activities. The Commission has encouraged the City to implement such a program city-wide and utilize the lease fee revenue for public access improvements. **Special Condition 4** requires the applicant to agree that should the City of Long Beach implement a dock float and pier lease program for the limited-term private use and occupation of State Tidelands for development associated with recreational boating activities (i.e., private docks and piers), the development over State Tidelands subject to this permit shall be subject to the terms of such dock float and pier lease program.

The applicant obtained an approval in concept for the proposed project from the Long Beach Marine Bureau on May 18, 2016 and an approval in concept from the Long Beach Department of Planning and Building on August 17, 2016. In order to ensure that the project is reviewed by the resource agencies, the Commission imposes **Special Condition 5** requiring the applicant to comply with all requirements, requests and mitigation measures from the California Department of Fish and Wildlife, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

The Commission finds that only as conditioned is the project consistent with the Chapter 3 policies of the Coastal Act.

B. PUBLIC ACCESS

As conditioned, the proposed development will not have any new adverse impact on public access to the coast or to nearby recreational facilities. Thus, as conditioned, the proposed development conforms with Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

C. PUBLIC RECREATION/MARINE RESOURCES

The proposed development is the improvement of a boat marina, which promotes recreational boating and is an encouraged marine related use. No fill of coastal waters is proposed. The proposed development will not have any significant adverse effect on sensitive marine resources, such as eelgrass. Therefore, the Commission finds that the proposed development conforms with Section 30224 of the Coastal Act.

D. WATER QUALITY

The proposed work will be occurring on, within, or adjacent to coastal waters. The storage or placement of construction material, debris, or waste in a location where it could be discharged into coastal waters would result in an adverse effect on the marine environment. To reduce the potential for construction impacts on water quality, the Commission imposes special conditions requiring, but not limited to, the appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters. To reduce the potential for post construction impacts to water quality the Commission requires the continued use and maintenance of post construction BMPs in the marina. As conditioned, the Commission finds that the development conforms with Sections 30230 and 32031 of the Coastal Act.

E. LOCAL COASTAL PROGRAM

A coastal development permit is required from the Commission for the proposed development because it is located within the Commission's area of original jurisdiction. The Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act. The City of Long Beach certified LCP is advisory in nature and may provide guidance. The Commission certified the City of Long Beach LCP on July 22, 1980. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified LCP for the area.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City of Long Beach is the lead agency for the California Environmental Quality Act (CEQA). On August 17, 2016 the City determined that the project was categorically exempt from CEQA (Class 15301) As conditioned, there are no feasible alternatives or additional feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

Appendix A – Substantive File Documents

1. City of Long Beach certified LCP (1980)
2. Coastal Commission Permit File for Coastal Development Permit 5-01-308 (Spinnaker Bay Slip Owners Association)

Vicinity Map: Spinnaker Bay Marina, Long Beach

Exhibit 1

Page 1 of 1



California Coastal
Commission



SPINNAKER BAY

FINGER AND HEADWALK REPLACEMENT
LONG BEACH, CA

5-160502

RECEIVED
South Coast Region

MAY 27 2016

RECEIVED
South Coast Region

MAY 27 2016

CALIFORNIA
COASTAL COMMISSION

SHEET LIST

- T-1 TITLE SHEET
L-1 EXISTING SITE LAYOUT AND PHASING PLAN
L-2 TYPICAL MAINWALK PLAN & SECTION
L-3 IMAGES

BELLINGHAM MARINE DRAWINGS

- T-1 (0) TITLE SHEET
IDX1 (1) INDEX SHEET
C1 (2) SITE PLAN -NOT USED
FA1 THRU FA9 (3-11) FINGER ASSEMBLIES
A1 THRU A3 (12-14) ASSEMBLY DETAILS

CITY OF LONG BEACH
MARINE BUREAU

Approval in Concept

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

Date: 5/18

By: [Signature]

GENERAL NOTES

1. THIS DOCK STRUCTURE SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT CITY PLANS AND SPECIFICATIONS FOR CONSTRUCTION OF WATERFRONT STRUCTURES IN THE LONG BEACH MARINA AREA (NO. R-4858).
2. CONSTRUCTION DRAWINGS, DETAILS AND NOTES FOR FINGER STRUCTURES ARE AS SHOWN ON BELLINGHAM MARINE DRAWINGS TITLED "SPINNAKER BAY SLIPS" DATED 10-16-15, JOB NO. 15-3-870. THESE DRAWINGS ARE INCLUDED BY THIS REFERENCE.
3. ALL FERROUS METALS SHALL BE HOT DIP GALVANIZED AFTER FABRICATION - 2 OZ. PER SQUARE FOOT.
4. ALL EXISTING UTILITIES ARE TO BE PROTECTED IN PLACE.
5. ASSESSMENT OF EXISTING PILES AND EXISTING DOCK STRUCTURES ARE NOT A PART OF THIS PROJECT OR PERMIT. CONTRACTOR AND ENGINEER ARE NOT RESPONSIBLE FOR DAMAGE TO EXISTING STRUCTURES AND PILES OR DAMAGE TO NEW DOCK AS A RESULT OF DAMAGE TO PILES.

THIS FLOAT DESIGN WAS PREPARED BY BELLINGHAM MARINE INDUSTRIES AND
UNDER MY REVIEW IT IS FOUND TO BE STRUCTURALLY SAFE.

PROJECT DIRECTORY

OWNER:

SPINNAKER BAY SLIP OWNER'S ASSOC.
C/O WESTEC MARINAS
2293 MINER STREET
SAN PEDRO, CA 90731
(310) 514-4985 - VOICE
(310) 514-4987 - FAX
ATTN: PHILIP TONDREAU

ENGINEER:

BLUEWATER DESIGN GROUP
2500 VIA CABRILLO MARINA, SUITE 200
SAN PEDRO, CA 90731
(310) 548-3132 - VOICE
(310) 548-1924 - FAX
ATTN: TIM BAZLEY, P.E.

CONTRACTOR:
TBD

SCOPE OF PROJECT

PROJECT ENTAILS THE PHASED REPLACEMENT OF WORN FINGER FLOATS AND HEADWALK SECTIONS IN THE EXACT CONFIGURATION OF THE EXISTING FACILITIES. THE CONSTRUCTION IS PLANNED FOR A TEN YEAR CYCLE. THE SITE PLAN INDICATES THE EXACT REPLACEMENTS FOR THE FIRST FIVE YEARS. UPDATED PLANS WILL BE SUBMITTED FOR APPROVAL FOR YEARS 6 THROUGH 10.

THE REPLACEMENT OF EXISTING FINGER FLOATS WILL BE WITH NEW FLOATS, WALERS, AND HARDWARE. EXISTING FINGERS TO BE REMOVED FROM KNEEBRACKETS AND NEW FINGER FLOATS INSTALLED. MAIN WALK KNEEBRACKET ATTACHEMENTS ARE ONLY REPLACED AS-NEEDED.

FOR THE HEADWALKS, THE DECKING WILL BE REMOVED AND REPLACED WITH NEW TIMBER AND STEEL FRAMING AND CONCRETE DECK PANELS. THE EXISTING FLOATS WILL REMAIN.

PROJECT ADDRESS

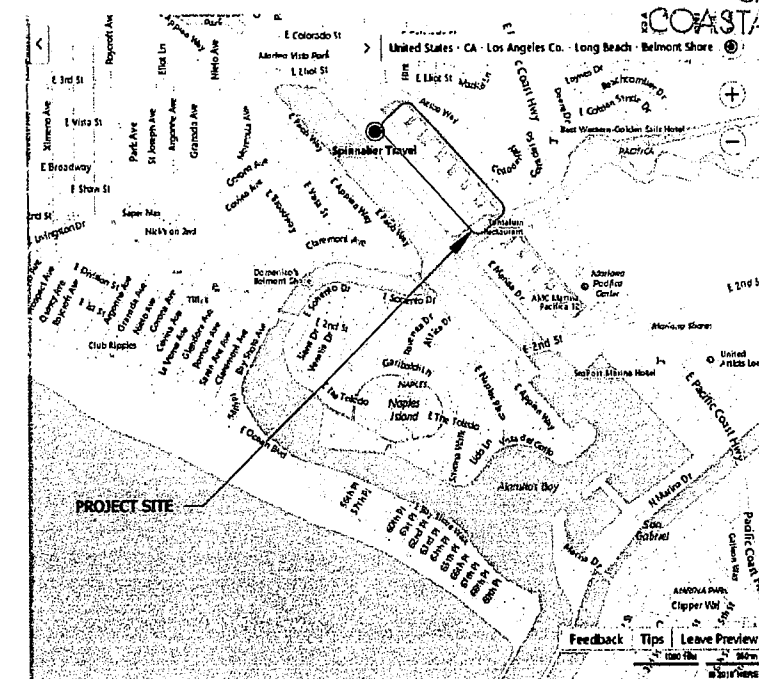
Legal Description:

Those portions of Lots 4, 5, 8 and 12 of Tract No. 36414, City of Long Beach, per map recorded in Book 966, pages 54 through 63, amended by "Certificate of Correction" recorded March 16, 1983, as Instrument No 83-294243, Los Angeles County Recorder, as said portions are set out as Boat Slips 60 through 251.

Project Location:

Marina is adjacent to Casino Point, Long Point, Empire Landing, Blue Cavern Point, Parsons Landing, Whites Landing, Salta Verde Point, and Prince Island Streets nearby or adjacent to Spinnaker Bay Drive.

VICINITY MAP



LOCATION MAP

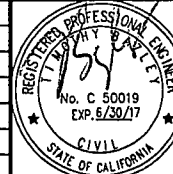


Exhibit 2

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California Coastal
CommissionPROJECT
SPINNAKER BAY
MARINA
REPLACEMENTCLIENT
SPINNAKER BAY
SLIP OWNER'S ASSOC.
2293 MINER STREET
SAN PEDRO, CA 90731

NO.	REVISION	BY	DATE
1			
2			
3			
4			
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7			
8			
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BLUEWATER
Design Group
Planning and Engineering Services
For Marinas and Waterfront Resorts2500 Via Cabrillo Marina, Suite 200
San Pedro, CA 90731
Tel: 310 548 3132
Fax: 310 548 1924DESIGNED BY JH
DRAWN BY JH
CHECKED BY TB

TITLE SH



STATUS:

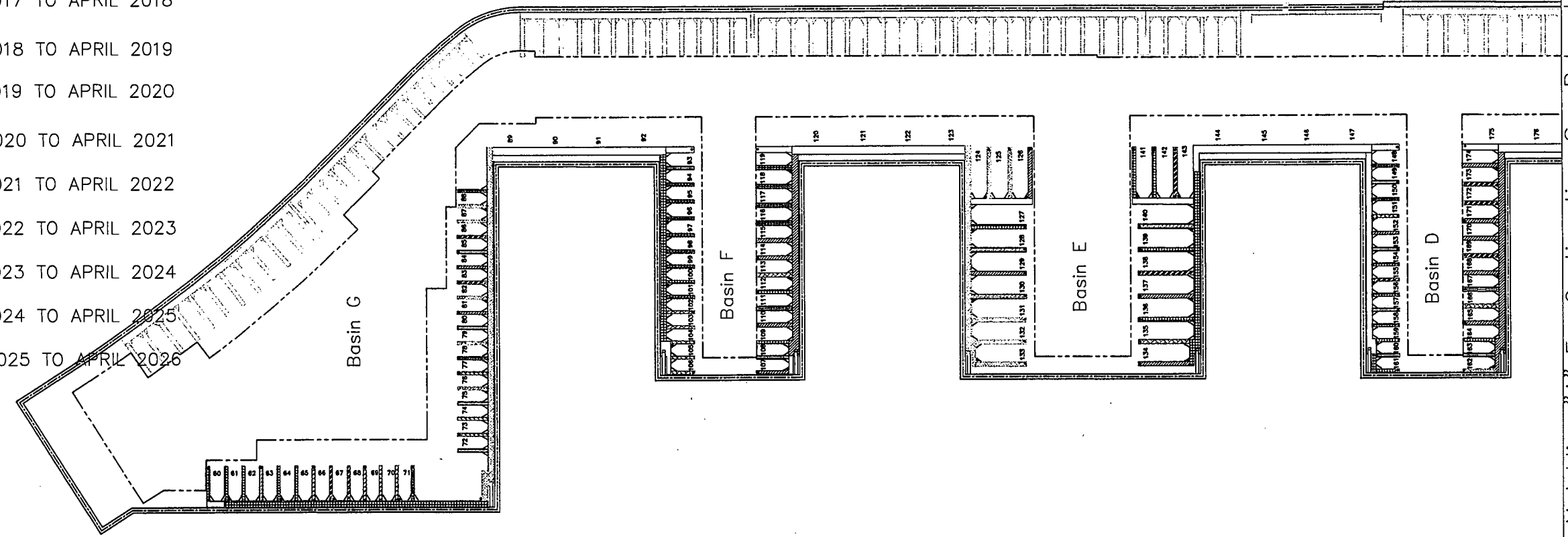
DESIGNED	DATE	BY	CHKD	APP'D

 PROJECT: SPINNAKER BAY MARINA REPLACEMENT CLIENT: SPINNAKER BAY SLIP OWNER'S ASSOC. 2293 MINER STREET SAN PEDRO, CA 90731

CONCEPT ONLY NOT FOR CONSTRUCTION

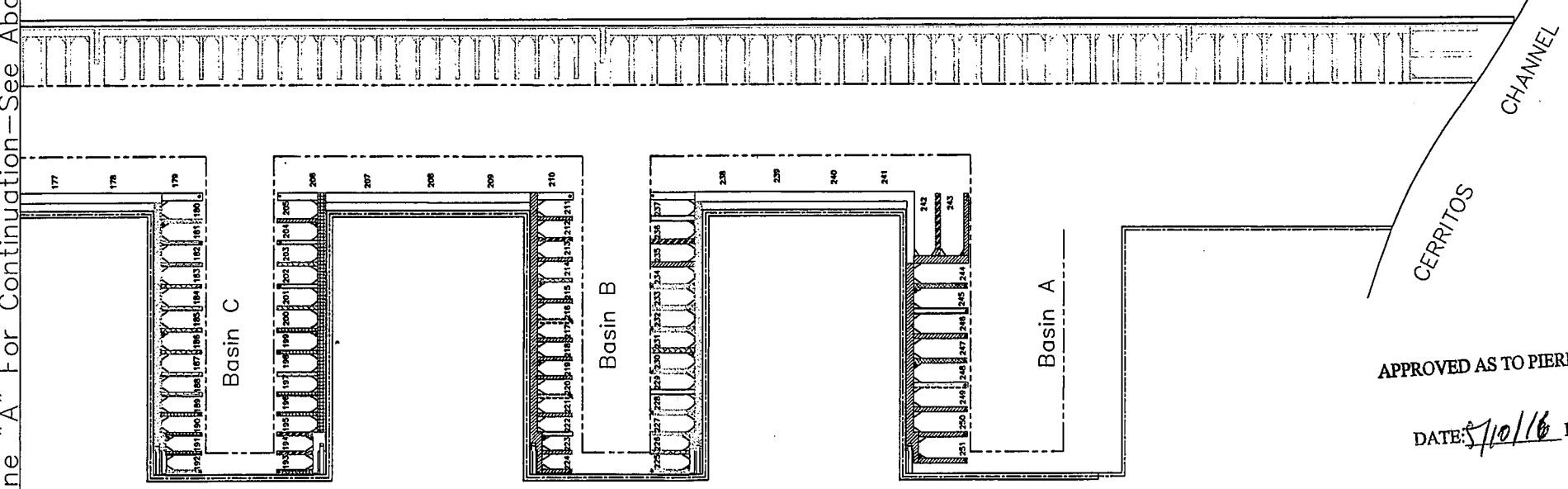
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PHASE	PHASE SCHEDULE
 PHASE 1	SEPT 2016 TO APRIL 2017
 PHASE 2	SEPT 2017 TO APRIL 2018
 PHASE 3	SEPT 2018 TO APRIL 2019
 PHASE 4	SEPT 2019 TO APRIL 2020
 PHASE 5	SEPT 2020 TO APRIL 2021
 PHASE 6	SEPT 2021 TO APRIL 2022
 PHASE 7	SEPT 2022 TO APRIL 2023
 PHASE 8	SEPT 2023 TO APRIL 2024
 PHASE 9	SEPT 2024 TO APRIL 2025
 PHASE 10	SEPT 2025 TO APRIL 2026



Pierhead Line

Matchline "A" For Continuation—See Above Right



APPROVED AS TO PIERHEAD LOCATION
DATE: 5/10/16 BY: [Signature]

PHASE SITE LAYOUT
SCALE 1"=60'

Exhibit 2

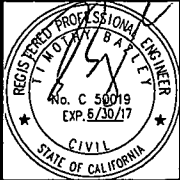
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 California Coastal Commission

PROJECT
**SPINNAKER BAY
MARINA
REPLACEMENT**

CLIENT
**SPINNAKER BAY
SLIP OWNER'S ASSOC.
2293 MINER STREET
SAN PEDRO, CA 90731**

NO.	REVISION	BY	DATE

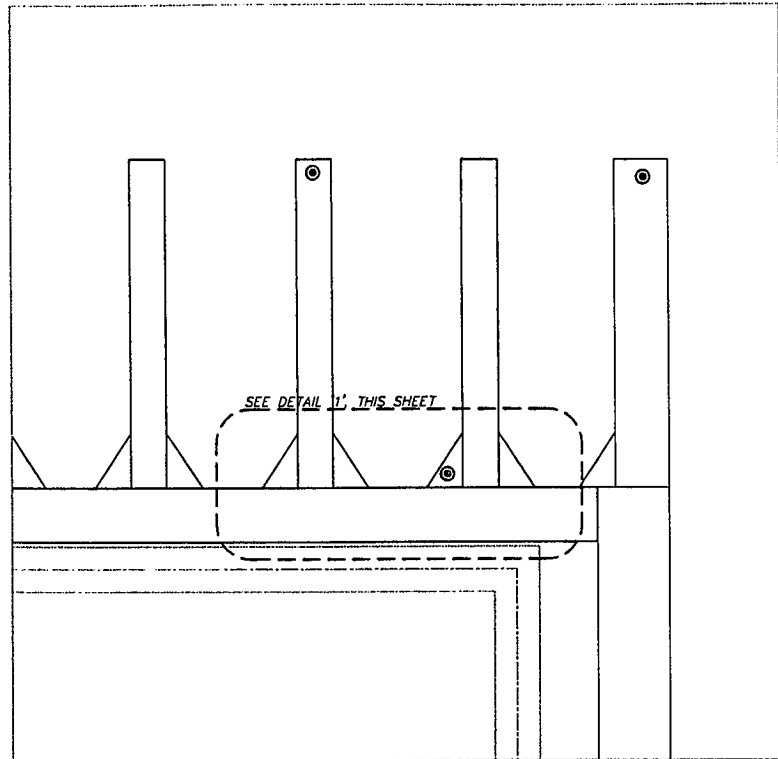


BLUEWATER
Design Group
Planning and Engineering Services
For Marinas and Waterfront Resorts

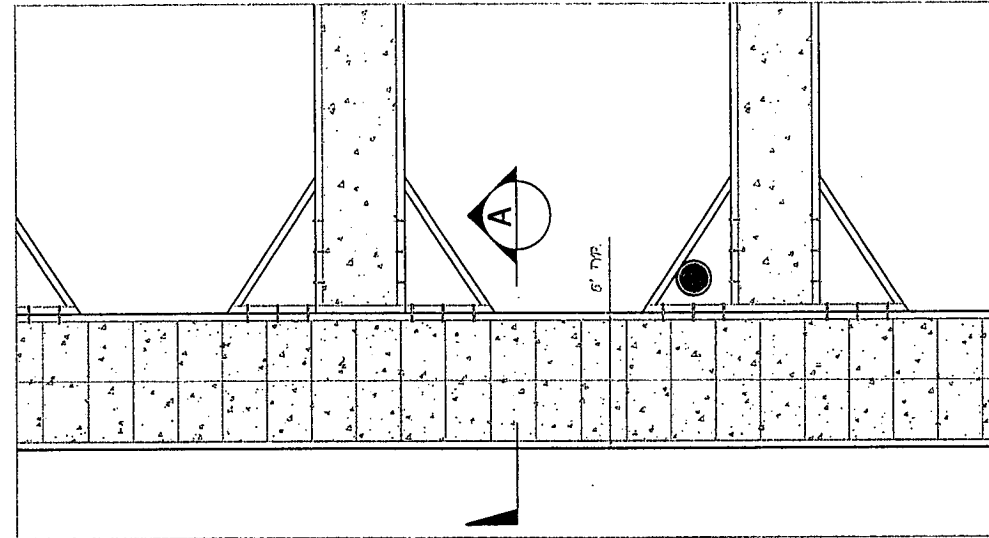
2500 Via Cabrillo Marina, Suite 200
San Pedro, CA 90731
Tel: 310 548 3132
Fax: 310 548 1924
DESIGNED BY: JH
DRAWN BY: JH
CHECKED BY: TB

**EXISTING SITE L
AND
PHASING PL**

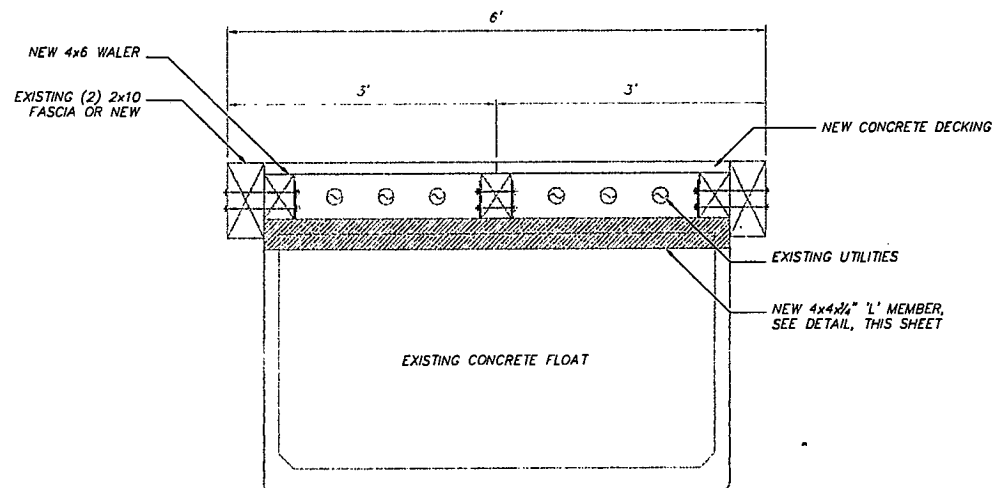
CONCEPT ONLY NOT FOR CONSTRUCTION



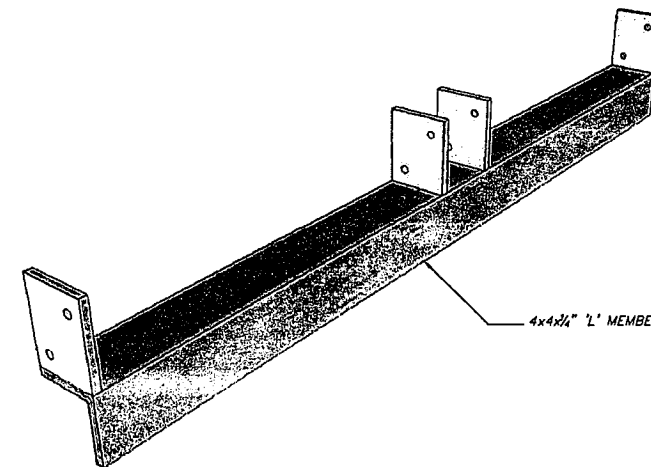
SITE PLAN
SCALE 1"=10'



MAINWALK PLAN
SCALE 1"=4'



SECTION A
SCALE 1"=1'

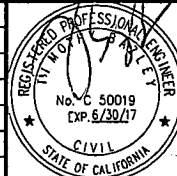


'L' MEMBER DETAIL
SCALE N.T.S.

PROJECT	STATUS	DATE	BY	CHK
				X

PROJECT	CLIENT
SPINNAKER BAY MARINA REPLACEMENT	SPINNAKER BAY SLIP OWNER'S ASSOC. 2293 MINER STREET SAN PEDRO, CA 90731

NO.	REVISION	BY	DATE
1			



BLUE WATER
Design Group
Planning and Engineering Services
For Marine and Waterfront Resorts

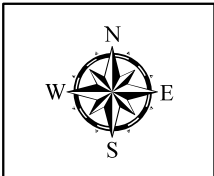
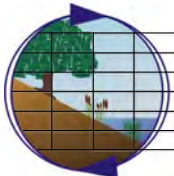
2500 Via Cabrillo Marina, Suite 200 San Pedro, CA 90731 Tel: 310 548 3132 Fax: 310 548 1924	
DESIGNED BY	JH
DRAWN BY	JH
CHECKED BY	TB

MAINWALK PLAN &

Exhibit 2

Page 3 of 3

California Coastal Commission



Alamos Bay - Eelgrass 2013
Southern California Bight Regional Eelgrass Surveys

Figure 2