

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SITE DESCRIPTION

The Alamitos Bay Marina is located in the southeastern portion of Los Angeles County within the City of Long Beach. The Alamitos Bay Marina lies adjacent to and northwest (upshore) of the mouth of the San Gabriel River. The Marina facilities are operated by the City of Long Beach Marine Bureau and are primarily accessible from Pacific Coast Highway (PCH) and Second Street (see Figure 3.1).

Alamitos Bay Marina is comprised of eight basins located throughout Alamitos Bay. The proposed project includes renovations only to Basins 1 through 7. Basin 8 is not included in the project as addressed in this EIR. Basins 1 through 3 are located adjacent to Marina Drive south of Second Street; Basin 4 is located along East Appian Way on the southeast corner of Naples Island, adjacent to the Long Beach Yacht Club; Basin 5 is located adjacent to the Alamitos Bay Yacht Club on Ocean Boulevard; Basin 7 is located on Ocean Boulevard to the northwest of Basin 5. Basin 6 is comprised of two separate areas known as Basin 6-South (6-S) and Basin 6-North (6-N). Basin 6-S is located at the northernmost end of Marina Pacifica Drive, and Basin 6-N is located northeast of Basin 6-S, adjacent to the Marina Pacifica Mall on PCH. Each of the seven basins has a differing number of slips available to boaters, ranging from 20 to 120 feet (ft) in length.

The land uses surrounding the basins are primarily residential, but also include areas of commercial development, marine-related commercial uses, restaurants, a shipyard, yacht and sailing clubs, and public beaches. Figure 3.2 illustrates the location and layout of the basins.

Basins 1, 2, and 3 are surrounded by Marina parking areas and commercial uses, including several restaurants and marine-related retail uses. The Navy Yacht Club of Long Beach and the Seal Beach Yacht Club are both located on Marina Drive near Basin 2 of the Marina. Commercial uses, including a hotel, are located across Marina Drive from Basins 2 and 3. A fuel dock is located west of Basin 1, just inside the entrance to Alamitos Bay Marina.

Basin 4, located across the water from Basin 3 on Naples Island, is surrounded by residential uses and is adjacent to the Long Beach Yacht Club. Basin 5 is located at the southeast end of the Alamitos Bay Peninsula, adjacent to Alamitos Bay Yacht Club.

Land uses adjacent to Basin 6-N include the Marina Pacifica Mall commercial center located on PCH. Residential uses and private slips are located across the channel from Basin 6-N.

Basin 6-S is adjacent to the residential community of Marina Pacifica, with additional residential uses located across the channel from the basin.

Land uses surrounding Basin 7 include residential uses on the Alamitos Bay Peninsula and residential uses across the channel on Naples Island. The United States Sailing Center Long Beach is located adjacent to Basin 7.

The harbor entrance is from the south between two jetties, each marked by a light on the seaward end. Alamitos Bay contains 7 miles (mi) of inland waterways for recreational water-related uses and includes private dock and slip facilities, guest slips, and a fuel dock.

Some of the boater-related terms used in this document may be unfamiliar to readers. Therefore, a list of definitions is provided in Table 3.A in order to familiarize readers to the terms used to describe common features of Marinas and waterfront developments.

3.2 PROJECT HISTORY AND BACKGROUND

The construction of Alamitos Bay Marina began in the 1950s, with basins in the Marina opened in the late 1950s and early 1960s. Since its creation approximately 50 years ago, many parts of the Marina's infrastructure, including dock and gangway facilities, parking lots, and the restroom buildings have deteriorated and are in need of modernization and/or replacement.

In 1999 the City of Long Beach Planning Commission recommended the completion of an Alamitos Bay Master Plan. As part of the process, discussion regarding the rebuild of the Alamitos Bay Marina ensued, which included discussion of slip mix. 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. The Alamitos Bay Master Plan (adopted July 2001) did not include specific slip mix recommendations, but did initiate the evaluation of slip mix in the Marina.

City staff coordinated with California Coastal Commission (CCC) staff at that time to discuss the Master Plan and the future slip mix. As a result, the proposed slip mix reflects a marina that contains approximately 25 percent slips 25 ft and less (20s and 25s), 39 percent slips 30 ft and less (20s, 25s, and 30s), 58 percent slips 35 ft and less (20s, 25s, 30s, and 35s), and 81 percent slips 40 ft and less.

In accordance with CEQA, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared by the City in 2007/2008 as the preliminary environmental documentation for the proposed Alamitos Bay Marina Rehabilitation Project. The analysis contained in the IS/MND found that, with implementation of mitigation measures and incorporation of standard

Table 3.A: Boater Terminology Definitions

Breakwater	A barrier that protects a harbor or shore from the full impact of waves.
Buoy	A floating object marking the navigable limits of channels, sunken dangers, isolated rocks, telegraph cables etc.
Channel	A natural or artificially dredged route on a river, bay, sea, or ocean, delineated for the safe passage of boats
Dry Stack Storage	A land side building used for indoor or outdoor storage of boats, typically storing the boats in vertical rack systems.
Dock	A platform that forms the space for receiving or mooring a boat.
Fairway	The unobstructed channel between boat slips; used to access individual slips
Fingerfloat	A finger-like floating structure typically attached perpendicular to a main walkway that together define the length and width of a berth, provide direct pedestrian access to and from a boat in the berth, provide for the secure mooring of a boat in the berth, and may support the provision of various utility services
Fingers	Docks separating boats into slips
Float	A pier that floats on top of the water, with guide piles driven to maintain its location.
Freeboard	The distance between the statutory deck line of a boat and the waterline
Gangway	A ramp used to access floats and docks from the shore
Headwalk	A dock providing access from a gangway to several connected mainwalks
Interior Channel	A watercourse, within a marina, through which boats travel between an entrance channel and a fairway(s)
Jetty	A structure, usually constructed of large rock, that projects into a body of water to influence the current or tide or to protect a harbor or shoreline from storms or erosion, similar to a breakwater.
MLLW	Mean Lower Low Water; A tidal datum of the average lower low water height of each tidal day.
Main Channel	Navigable channel used to enter/exit the Marinas
Marginal Walkway	A floating structure that provides pedestrian access between two or more main walkways and shore, and may serve as a platform for lighting, fuel stations, sewage pumpout facilities, lift stations, and utility lines
Mast-up Storage	A land side storage lot where boats with masts in a vertical position can be stored
Mole	A solid fill barrier that protects a harbor or shore from the full impact of waves, similar to a breakwater or jetty.
Pier	A pile-supported structure over water that extends out from the seawall.

Table 3.A: Boater Terminology Definitions

Pile or Piling	A long, slender column, usually of timber, steel, or reinforced concrete, that is driven into the ground to carry a vertical load. Piers and floating docks are typically supported or secured by pilings.
Quay	A wharf usually built parallel to the shoreline along the edge of a body of water.
Revetment	A facing of wood, stone, or any other material placed to sustain an embankment; also, a retaining wall.
Riprap	A loose assemblage of broken stones erected in water or on soft ground as a foundation.
Seawall	A retaining wall that separates land from a body of water.
Side-ties	Locations where boats may be tied to the side, or parallel with a dock
Waler	A structural member(s) fastened along the edges of a dock system to hold it together, provide stability, and protect the flotation pontoons and utilities

conditions, potential environmental effects would be reduced to less than significant levels. Therefore, the City subsequently circulated the IS/MND for public review and comment in April 2008. During the IS/MND public review period, comments were received from certain reviewing agencies, and issues were raised in the comments that caused the City to rethink the pursuit of the proposed project on the basis of the IS/MND. Therefore, out of an abundance of caution, the City is preparing this EIR so that the issues raised by the reviewing agencies could be more fully addressed.

3.3 PROJECT GOALS AND OBJECTIVES

The primary goals of the Alamitos Bay Marina Rehabilitation Project are to rehabilitate the Marina facilities for boaters, local residents, and tourists while maintaining the unique character of the Marina. Project objectives include:

- Renovate and replace the deteriorating Marina facilities to expand recreational boating opportunities in keeping with the current and future demands of the boating public for larger slips
- Restore the Marina’s original and/or design depths by dredging the basins to ensure safe navigation and adequate access for the boating public
- Provide overdue and necessary Marina repairs and maintenance through surface repaving of parking areas, repairs to basin seawalls where required, and complete renovations to the 13 restroom buildings

- Maintain the Marina's existing character
- Satisfy Americans with Disabilities Act (ADA) requirements for access to the Marina facilities and docks
- Enhance the level of safety for boaters
- Extend the useful life of the Marina
- Upgrade utility facilities
- Provide slips/layout designs in accordance with Department of Boating and Waterways (DBAW) standards
- Rebuild the Marina consistent with the goals of the Alamitos Bay Master Plan and the Department of Parks, Recreation, and Marine Departmental Strategic Plan

3.4 PROJECT CHARACTERISTICS

The proposed project would renovate the existing Marina facilities and enhance the existing recreational boating facilities within the Marina. The project encourages boating use by providing upgraded ADA-compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation.

The Alamitos Bay Marina Rehabilitation Project would accommodate changes in the boating needs of the public by providing longer average slip lengths. The dock and slip facilities were developed 50+ years ago, when the average length and width of recreational boating slips were shorter and narrower than current boater demand. However, providing longer slips will reduce the total number of slips within the Marinas. There are currently 1,967 existing slips in Basins 1 through 7. The proposed project includes installation of 1,646 slips in these Basins, resulting in the loss of approximately 321 slips.

As discussed above, during the preparation of the Alamitos Bay Master Plan (adopted July 2001) the 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. The Alamitos Bay Master Plan did not include specific slip mix recommendations, but did initiate the evaluation of slip mix in the Marina. The Master Plan and the future slip mix were discussed with the CCC staff at that time. As a result, the proposed project's slip mix reflects a marina that contains approximately 25 percent slips 25 ft and less (20s and 25s), 39 percent slips 30 ft and less (20s, 25s, and 30s), 58 percent slips 35 ft and less (20s, 25s, 30s, and 35s), and 81 percent slips 40 ft and less. These are a cumulative total of slip categories.

The City wishes to avoid any displacement of its Alamitos Bay Marina customers due to the project, even if the City has to put a small vessel in a larger slip until a small slip is available.

In order to ensure that this desire can be met, the City started an “attrition program” approximately 2 years ago that holds open slips that would not be replaced with the rebuild.

The proposed rebuild of the Marina would result in approximately 1,646 slips. As of the date of this EIR, there are 1,430 customers in the Marina, so there would be a slip for every customer once the renovations are complete. However, should the number of correctly sized slips not be available at project completion, those customers would be placed in alternate slips until the appropriately sized slips become available.

The proposed project consists of a number of improvements to the existing Marina and includes the following: (1) dredging the Marina basins down to original design depths and/or original basin depths; (2) replacing and/or upgrading 13 restrooms along with their associated water and sewer laterals; (3) repairing the sea wall where necessary to reestablish the rock revetment along the slope to the basin floor; (4) completing dock and piling replacement; and (5) replacing the pavement in the Marina’s parking lots. The project includes two construction staging areas: one located in a parking lot on Marina Drive near Basin 2; and the second staging area would be located in a parking lot on Marina Drive near Basin 3, adjacent to the Marina Shipyard. Each of these project components is described in greater detail below.

3.4.1 Dredging

As part of the proposed project, the Marina would be dredged to the original design depths and/or original basin depths with a target depth of 10 ft below mean lower low water (-10 ft MLLW) in Basins 2 through 7. Basin 1 will be dredged to target depths ranging from -12 ft MLLW to -15 ft MLLW. The dredge limits for each basin are indicated in Figures 3.3 through 3.10. The purpose of the dredging is to remove accumulated materials that prevent safe navigation throughout the Marina basins. The dredge quantity is approximately 287,120 cubic yards (cy) of sediment. The dredging work would be phased by basin along with the dock and piling replacement work. The equipment used for the dredging would include one diesel clam bucket and a floating barge with a diesel tender.

Dredge materials from Marina Basins 2 through 7 and a portion of Basin 1 will be barged to the United States Environmental Protection Agency (EPA) designated offshore disposal site, known as LA-2, with material discharged via a dump barge. However, due to high levels of mercury discovered during preliminary sampling in Basin 1, approximately 25,504 cy will need to be trucked off site from this basin and disposed of at an approved landfill, confined aquatic disposal site, or an upland confined disposal facility. Because the final determination of where these materials will go is still under discussion, the EIR has assumed a worst-case scenario that the materials will be trucked to Kettleman Hills Hazardous Waste Facility, a commercial chemical waste site located in Kings County, California. After the contaminated

dredge materials are dried on a barge or at one of the construction staging areas, it is estimated that removal will require 1,435 truck trips spread out over Phases 2 and 3 of the project (a time period of approximately 12 months).

3.4.2 Restrooms

There are a total of 13 restrooms located throughout the Marina basins that are included as part of this project. Three restroom structures, located in Basin 6-S, Basin 6-N, and Basin 7, respectively, would be remodeled and renovated in place. The remaining 10 restroom buildings would be demolished and replaced with similar structures that contain toilet, shower, and laundry facilities. Six of the 10 structures to be demolished would be constructed in slightly different locations than where they currently exist to accommodate ADA ramps and gangways. However, each basin would continue to have the same number of restroom buildings that currently exist, in the same approximate locations (see Figure 3.11). The restrooms would be constructed in compliance with the ADA requirements. This portion of the project includes replacement of the existing water and sewer lines with 6-inch lines from all restrooms to the existing water and sewer mains.

3.4.3 Sea Wall Repairs

It is anticipated that 8,250 linear feet (lf) of sea wall repair would be required as part of the proposed project. The repairs are primarily focused on restoring the eroded bearing surface and reestablishing the rock revetment along the slope to the basin floor. Sea wall repairs would be done in phases that correspond with each basin's dock and piling replacement work. A typical cross-section example of the seawall repair is illustrated in Figure 3.12.

3.4.4 Dock and Piling Replacement

There are 1,967 existing slips in Basins 1 through 7 of the Marina that total approximately 476,839 square feet (sf) of dock surface area. The proposed project includes installation of 1,646 slips that total approximately 474,239 sf of new dock surface area. Therefore, the proposed project would result in the loss of approximately 321 slips and a reduction of approximately 2,600 sf of dock surface area. In addition, the proposed project would result in the removal of approximately 808 existing piles and installation of 620 new piles to support the new dock system. The new docks, accessory gangways, and ramps would meet ADA requirements. Upgraded water, electricity, and phone utilities would be provided to the new slip facilities. Table 3.B contains the existing and proposed number of slips, as well as slip sizes for each basin. The proposed configuration of the docks over the existing layout is illustrated in Figure 3.13.

Table 3.B: Slip Count and Size per Basin

Slip Size (ft)	Basin 1		Basin 2		Basin 3		Basin 4		Basin 5		Basin 6		Basin 7	
	Exist	Prop	Exist	Prop	Exist	Prop	Exist	Prop	Exist	Prop	Exist	Prop	Exist	Prop
20					360	140	85	25						
25			165	2	122	190	51	25		1	3	4	28	20
30			186	14	132	103	32	50	16	17	63	61		
35	1		138	193	59	79	32	31		1	8	8		
40	1	1	131	241	93	67	26	37	11	7	16	15		
45	67	9		28	25	51		24						
50	46	72	1	39			12	18	3	4				
55	4	4												
60	21	35						2						
65			1											
70	12	12	1				1							
80	16	5												
90		4												
100	1	4												
110		2												
120		1												
Total	166	149	623	517	791	630	239	212	30	30	90	88	28	20

ft = feet

Exist = existing

Prop = proposed

3.4.5 Temporary/Long Dock

The project includes replacement and extension of the long dock located adjacent to the Long Beach Yacht Club, at the southeast end of Basin 4 (see Figure 3.14). The new 10 ft wide long dock will be extended by approximately 565 ft from where it currently ends. However, approximately 200 ft of this long dock is temporary and is intended to accommodate displaced boats during each phase of the rehabilitation process. The 200 ft temporary portion of the dock will be removed upon project completion. It is anticipated that the temporary dock section could be relocated as a permanent dock at the completion of the Marina rehabilitation. No additional gangway is planned for the Temporary/Long Dock; access to this dock would continue to be made from existing gangways located at the southeast end of Basin 4. Dock design and access would comply with ADA requirements. Approximately 3,150 sf of water area would be permanently covered by the extension of the long dock, with an additional 2,000 sf of water area covered temporarily during construction.

3.4.6 Parking Lot Replacement

The project includes the replacement of the paved parking lot surfaces adjacent to the Marina slips in Basins 1, 2, 3, 4, 6-North, and 6-South. New asphalt paving would be installed and the lots would be restriped (repaving areas total 930,622 sf). No landscaped islands within the parking lots areas would be removed. In addition, new utility connections including electricity, water, wastewater, and storm drain facilities would be installed in conjunction with the repaving of the parking areas. Concrete ramps meeting ADA requirements and concrete sidewalks and curbs are also included in the parking lot or land side improvement portion of the project.

3.4.7 Water Open Space/Habitat Mitigation Site

The City has identified a site adjacent to the northeast shore of Marina Stadium to convert to an underwater open space/habitat mitigation site. The habitat mitigation site is located within a City-owned storage area. The fenced storage area is currently used, in part, to store impounded items. The project includes abandoning a portion of the storage yard to create an open space habitat. An area of 218 ft by 105 ft would be excavated to a depth of 2–3 ft below MLLW. The existing rock revetment along Marine Stadium would be relocated to the eastern boundary of the site to allow the area to fill with water from the adjacent channel (see Figure 3.15). The new underwater open space area would be planted with eelgrass to mitigate for the project's potential impacts to this marine resource.

3.5 PROJECT PHASING

The proposed project is anticipated to be implemented in 12 phases over approximately 6 years and includes two construction staging areas: one located in a parking lot on Marina Drive near Basin 2; and one located in a parking lot on Marina Drive near Basin 3, adjacent to the Marina shipyard. Each basin would be dredged after removal of the docks and slips within that respective basin. Sea wall repair would occur as necessary within each phase. Rehabilitation of the restroom facilities and the parking lot replacement would be completed after installation of all dock facilities and related utilities. In order to accommodate the Marina operations, no more than 1 acre (ac) of parking lot pavement area would be replaced at any one time. The components of each construction phase are summarized in Table 3.C. Figure 3.16 illustrates the preliminary phasing plan.

3.6 DISCRETIONARY PERMITS, APPROVALS, OR ACTIONS REQUIRED

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City is the designated Lead Agency for the Project and has principal authority and jurisdiction for CEQA actions. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed Project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed Project.

Project implementation will require approval of a Coastal Development Permit by the CCC and approvals, permits, and/or Agreement Approvals from Responsible and Trustee Agencies, including but not limited to the CCC, California Water Resources Control Board, Los Angeles Regional Water Quality Control Board (RWQCB), the United States Department of the Interior, the United States Fish and Wildlife Service (USFWS), the United States Army Corps of Engineers (ACOE), the California Department of Fish and Game (CDFG), National Marine Fisheries Service (NMFS), DBAW, and the California State Lands Commission. See Table 3.D for a list of discretionary, Agreement, and permit approvals required for Project implementation.

Table 3.C: Proposed Construction Phasing

Phase(s) (Months)	Basin	Existing Slips	Proposed Slips	Slip Difference	Restroom Upgrades	Parking Lot Repaving Area (sf)
1 (6)	4	239	212	-27	1 existing restroom to be demolished and rebuilt in place	153,680
1A (1.5)	Mitigation Site	0	0	0	Not Applicable	0
2-3 (12)	1	166	149	-17	2 existing restrooms to be demolished and rebuilt in place; 1 existing restroom to be demolished and replaced	156,402
4-7 (24)	2	623	517	-106	2 existing restrooms to be demolished and replaced	348,835
8-11 (24)	3	791	630	-161	3 existing restrooms to be demolished and replaced	247,005
12 (6)	5	30	30	0	1 existing restroom to be demolished and rebuilt in place	N/A
	6S/6N	90	88	-2	2 existing restrooms to be rehabilitated in place	24,700
	7	28	20	-8	1 existing restroom to be rehabilitated in place	N/A
Total		1,967	1,646	-321	13 restroom buildings	930,622

Source: TranSystems, 2009.

N = north

N/A = not applicable

S = south

Table 3.D: Discretionary Permits and Approvals

Environmental Impact Report (EIR) Certification	City of Long Beach: Planning Commission – Certification
Project approval	City of Long Beach Planning Commission California Coastal Commission (CCC) State Lands Commission (consultation)
Coastal Development Permit(s)	CCC
Section 404 Permit Navigable waters (dock renovations and pile placement, temporary docks)	United States Army Corps of Engineers (ACOE) United States Fish and Wildlife Service (USFWS) (consultation) National Marine Fisheries Service (NMFS) California Department of Fish and Game (CDFG) California Regional Water Quality Control Board, Los Angeles Region (RWQCB)
Section 10 Permit Navigable waters (docks)	ACOE United States Coast Guard (consultation)
Section 401 Certification water quality permits	Los Angeles RWQCB
Improvement Plans (infrastructure) Water Quality Management Plans Building Plans/Permits Certificates of Occupancy	City of Long Beach Building Department City of Long Beach Water Department County of Los Angeles Flood Control District Los Angeles RWQCB

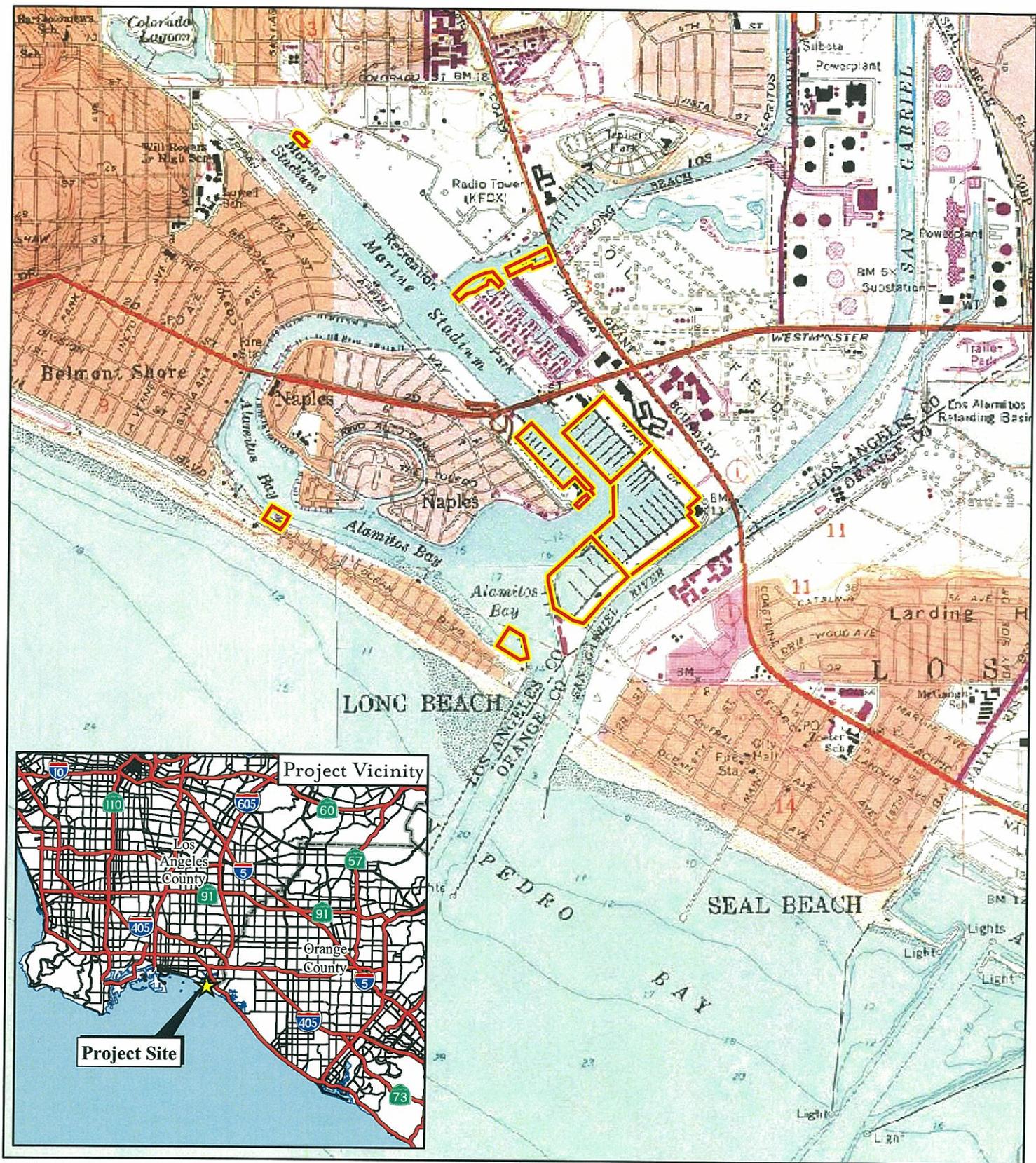
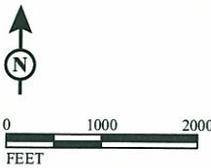


FIGURE 3.1

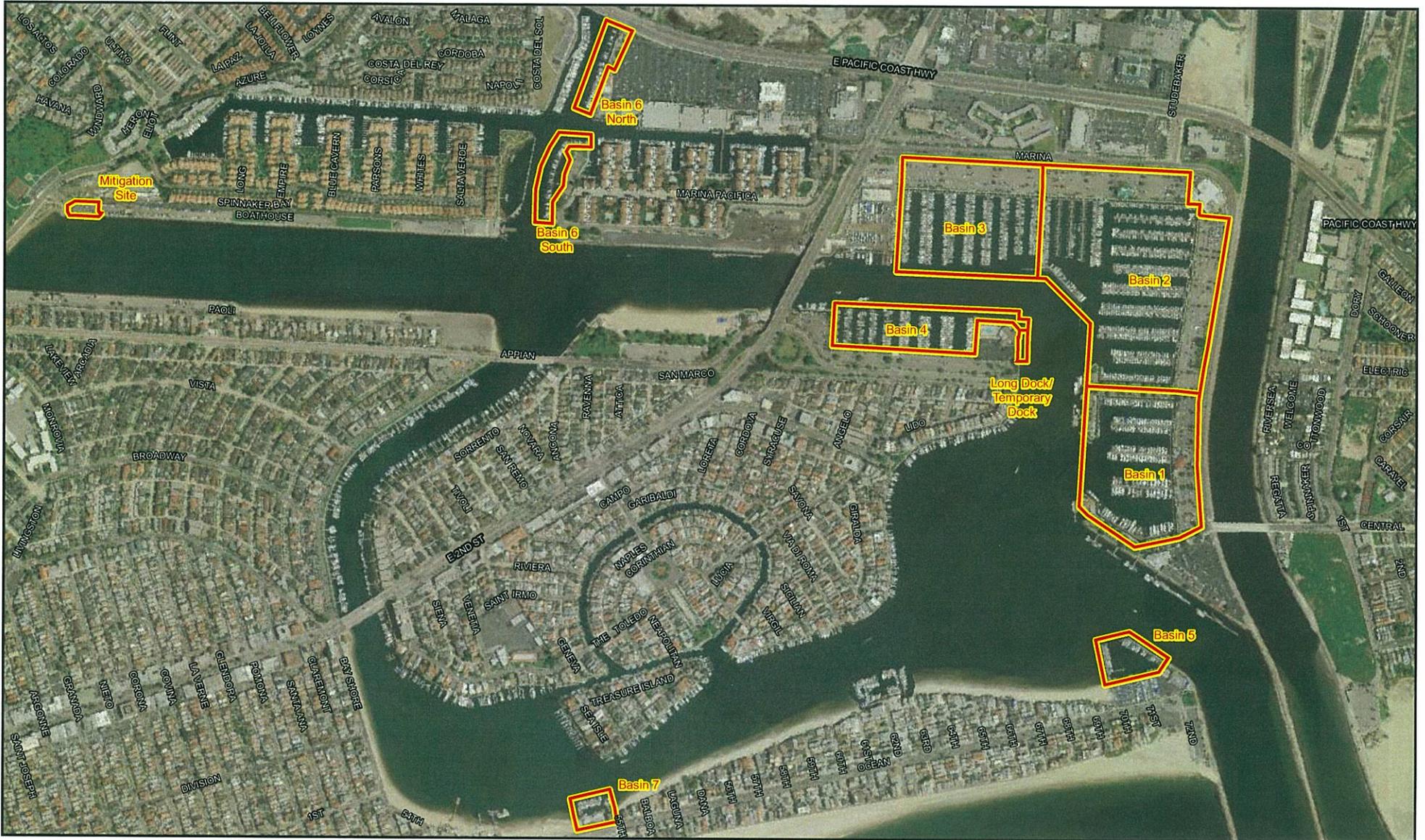
LSA

LEGEND
 Project Locations



SOURCE: USGS 7.5" QUAD - LONG BEACH (81), LOS ALAMITOS (81), SEAL BEACH (81); CALIF.
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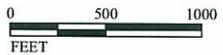
Alamitos Bay Marina Rehabilitation Project
 Project Location Map



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LEGEND

Project Locations

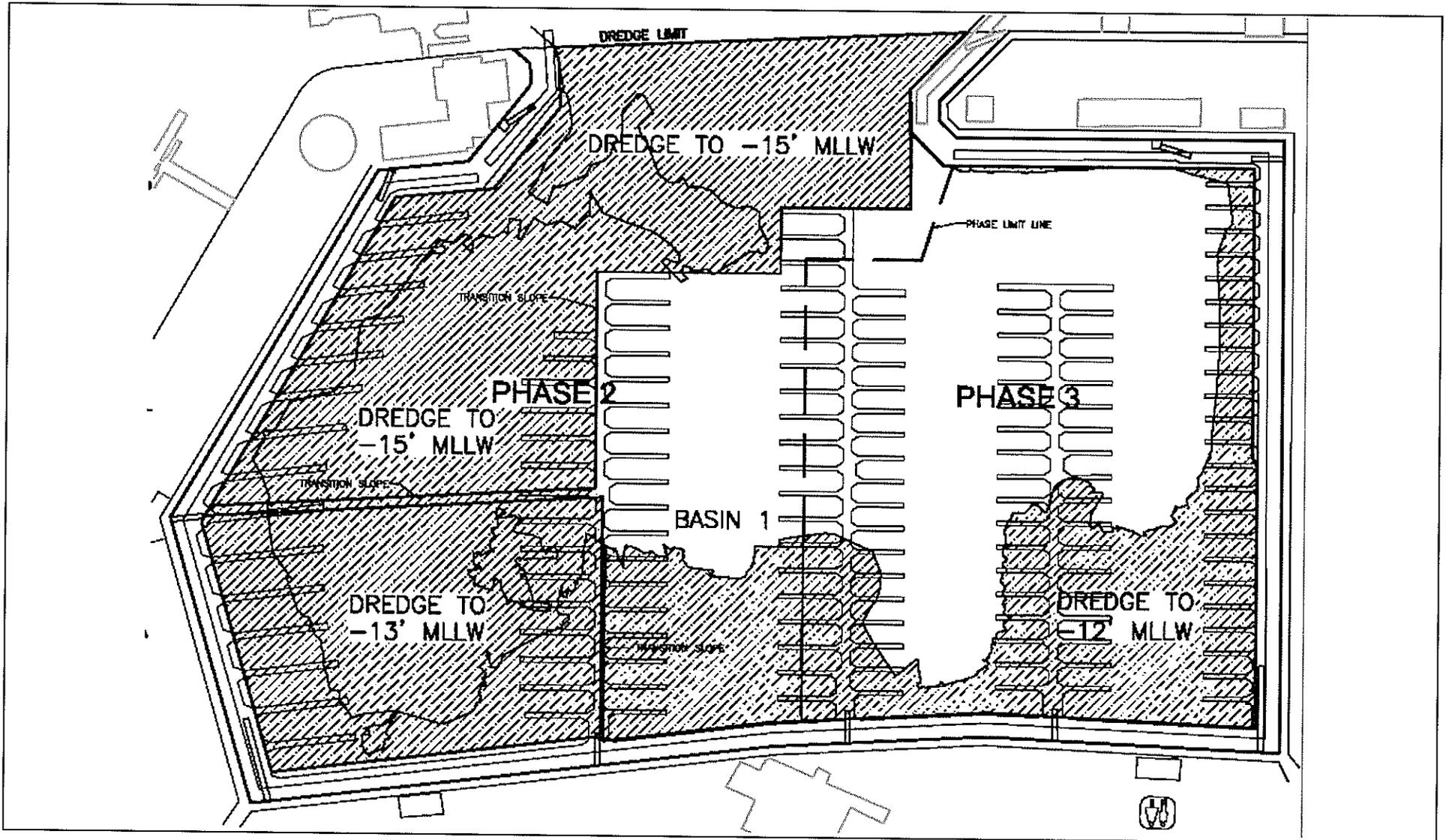


SOURCE: DigitalGlobe (4/08); TBM (2008); City of Long Beach (2008, 1/09)

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FIGURE 3.2

Alamos Bay Marina Rehabilitation Project
Key View Locations



LSA

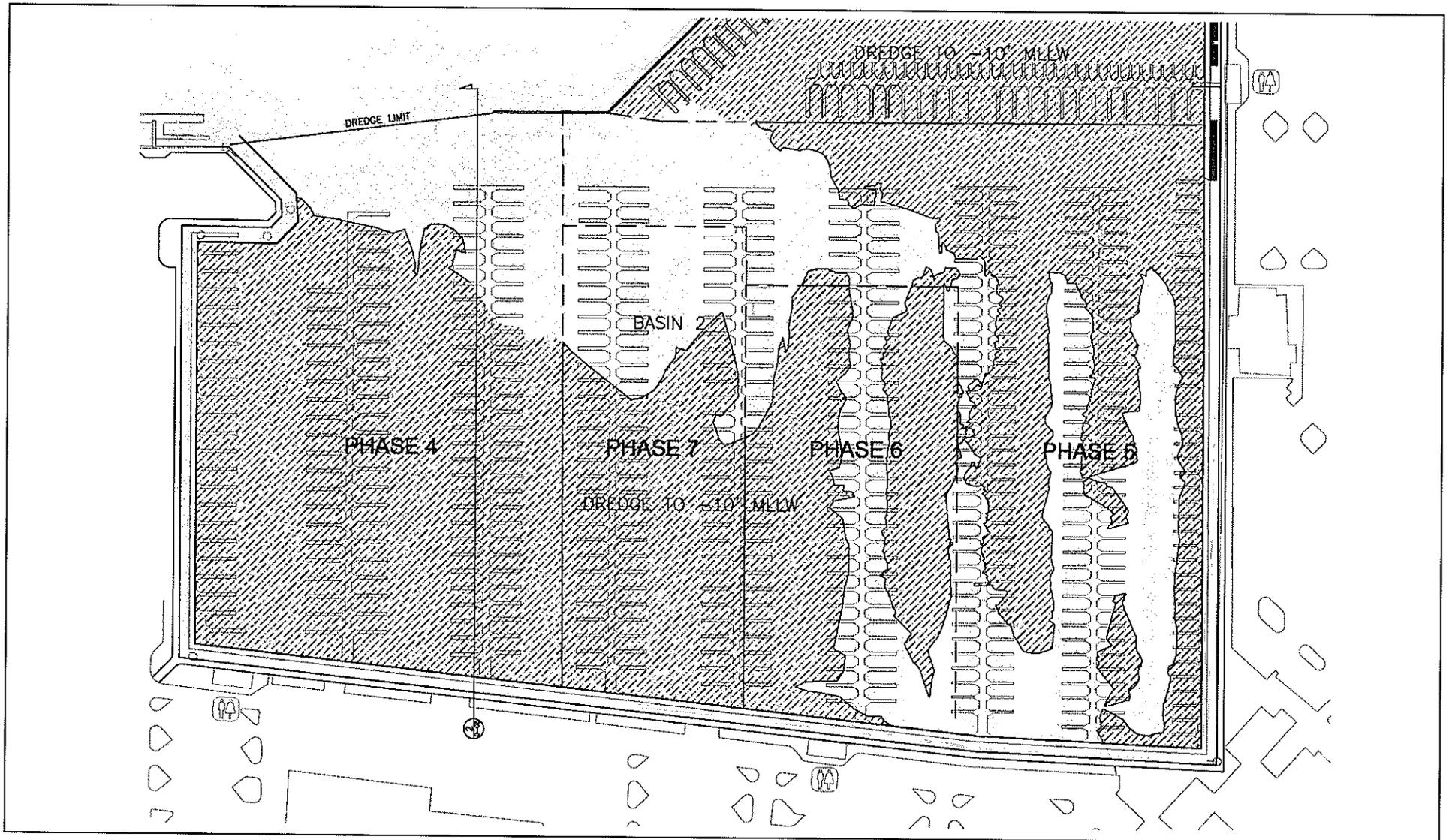
FIGURE 3.3



Alamos Bay Marina Rehabilitation Project EIR
 Proposed Dock Layout/Dredging Limits Basin 1

SOURCE: Tran Systems

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LSA

FIGURE 3.4



SOURCE: Tran Systems

Alamitos Bay Marina Rehabilitation Project EIR
 Proposed Dock Layout/Dredging Limits Basin 2

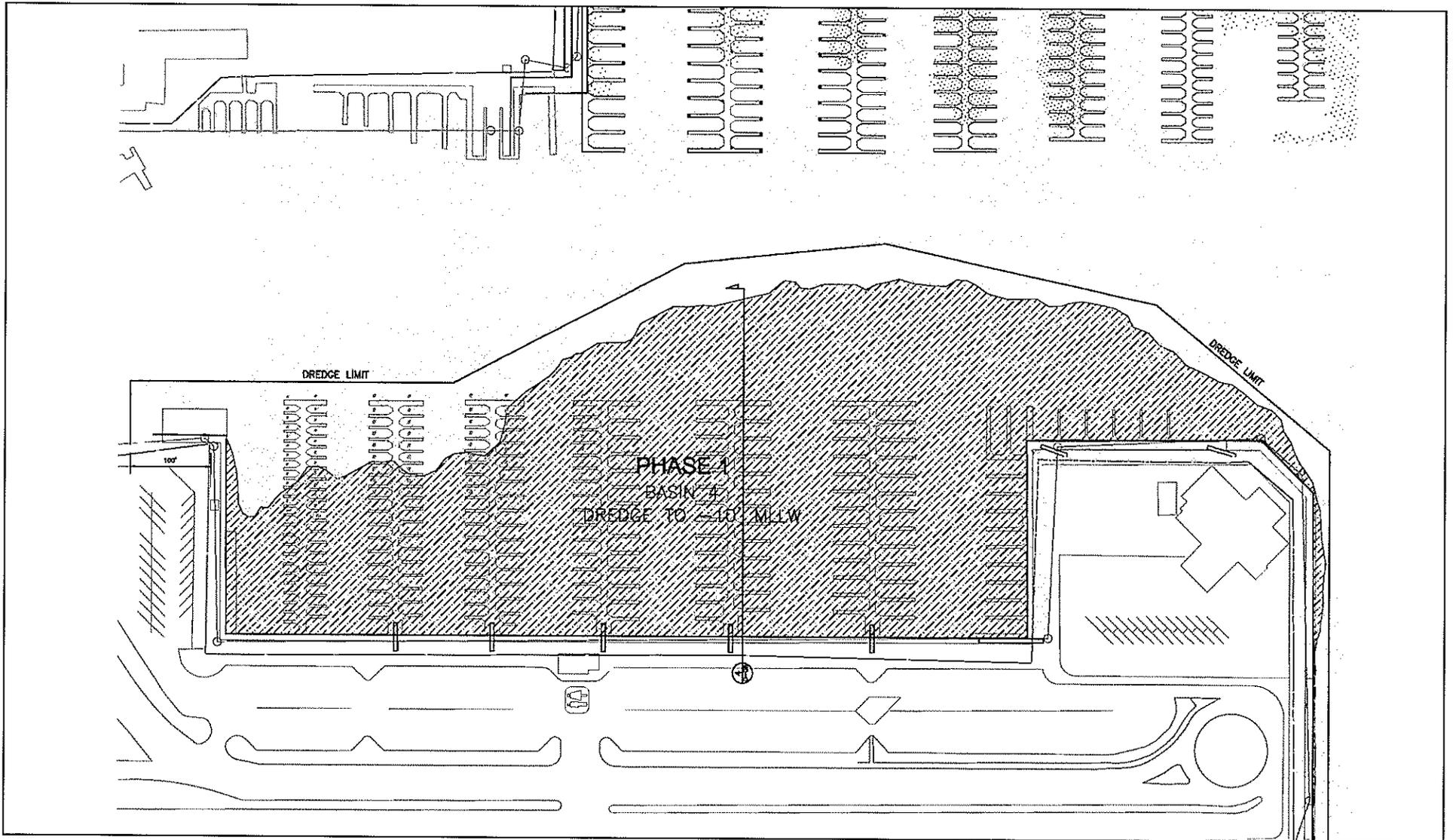


FIGURE 3.6

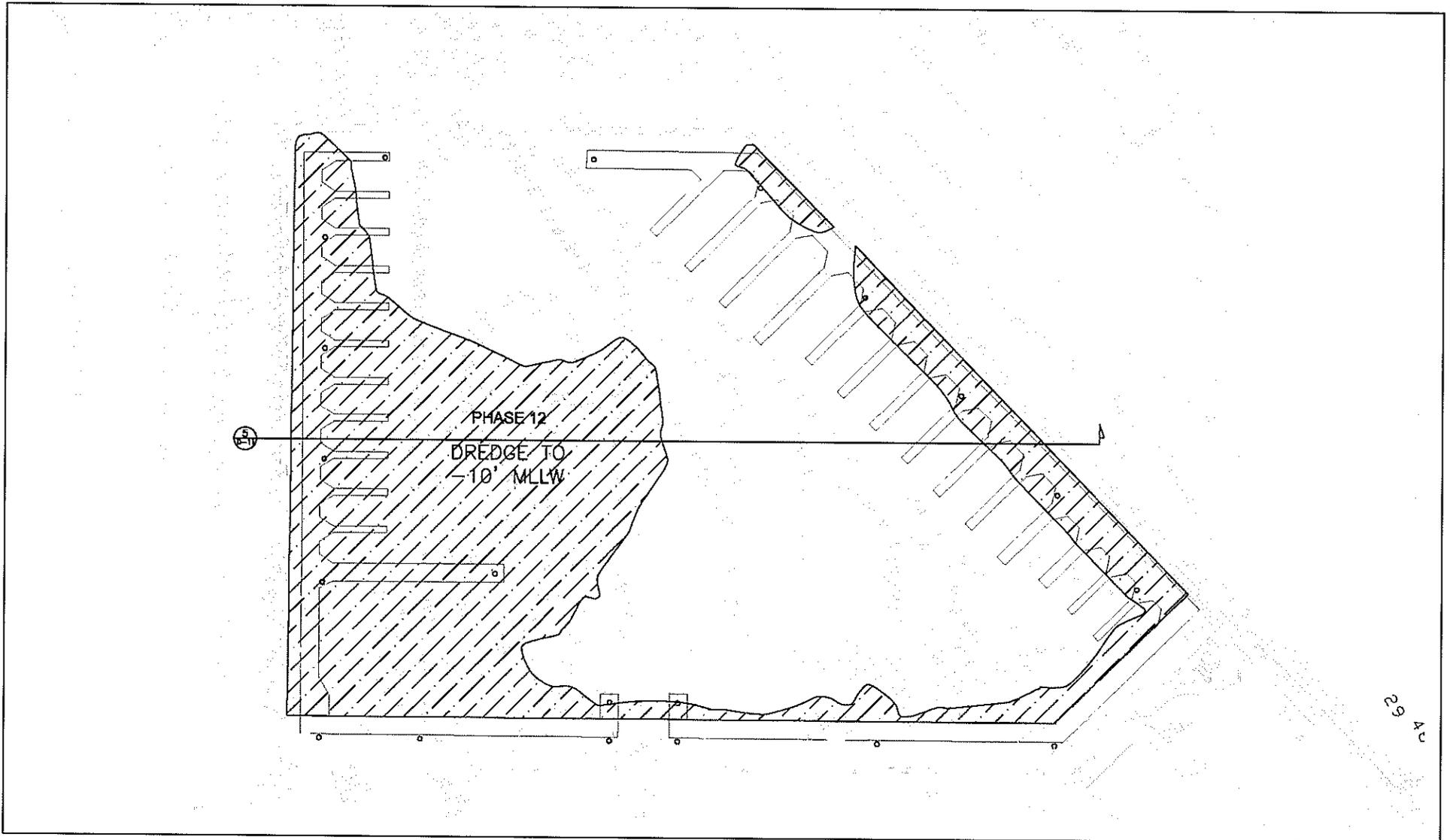
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Alamitos Bay Marina Rehabilitation Project EIR
 Proposed Dock Layout/Dredging Limits Basin 4

SOURCE: Tran Systems

I:\T\SY0701BAGPDL Basin 4.cdr (7/15/09)



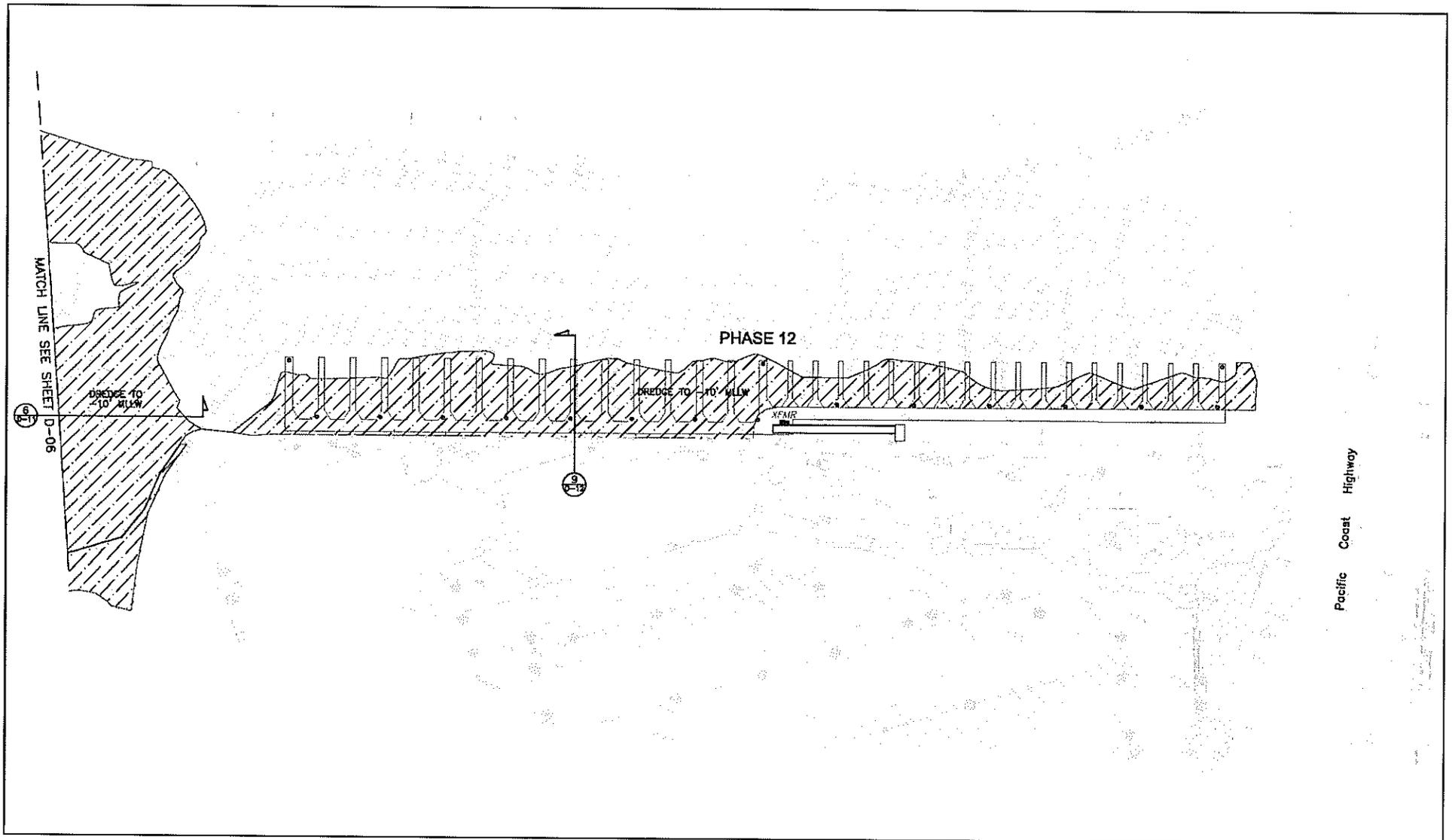
L S A

FIGURE 3.7



SOURCE: Tran Systems

Alamitos Bay Marina Rehabilitation Project EIR
 Proposed Dock Layout/Dredging Limits Basin 5



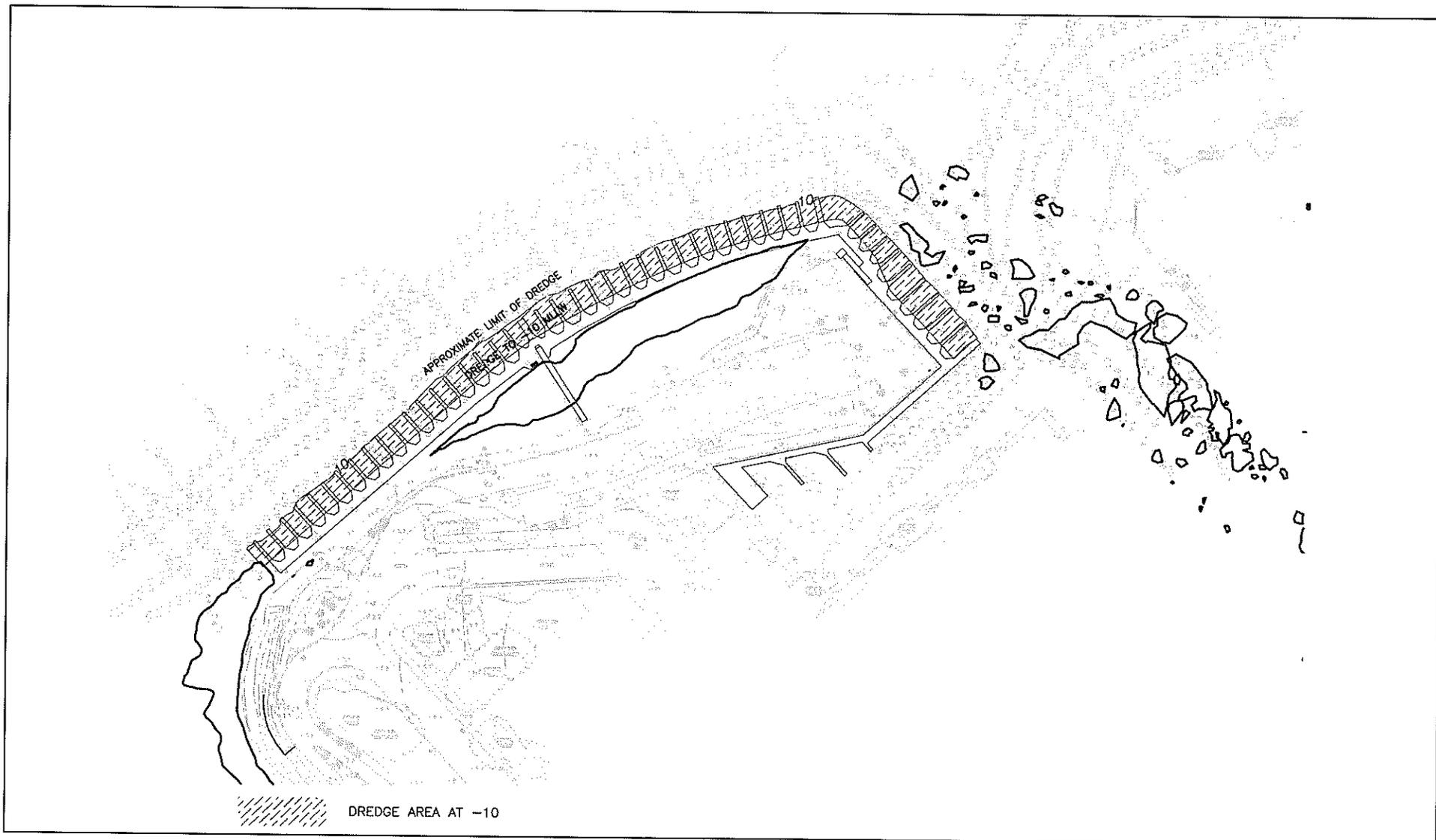
LSA

FIGURE 3.8



SOURCE: Tran Systems

Alamitos Bay Marina Rehabilitation Project EIR
 Proposed Dock Layout/Dredging Limits Basin 6N



LSA

FIGURE 3.9



SOURCE: Tran Systems

Alamitos Bay Marina Rehabilitation Project EIR
 Proposed Dock Layout/Dredging Limits Basin 6S

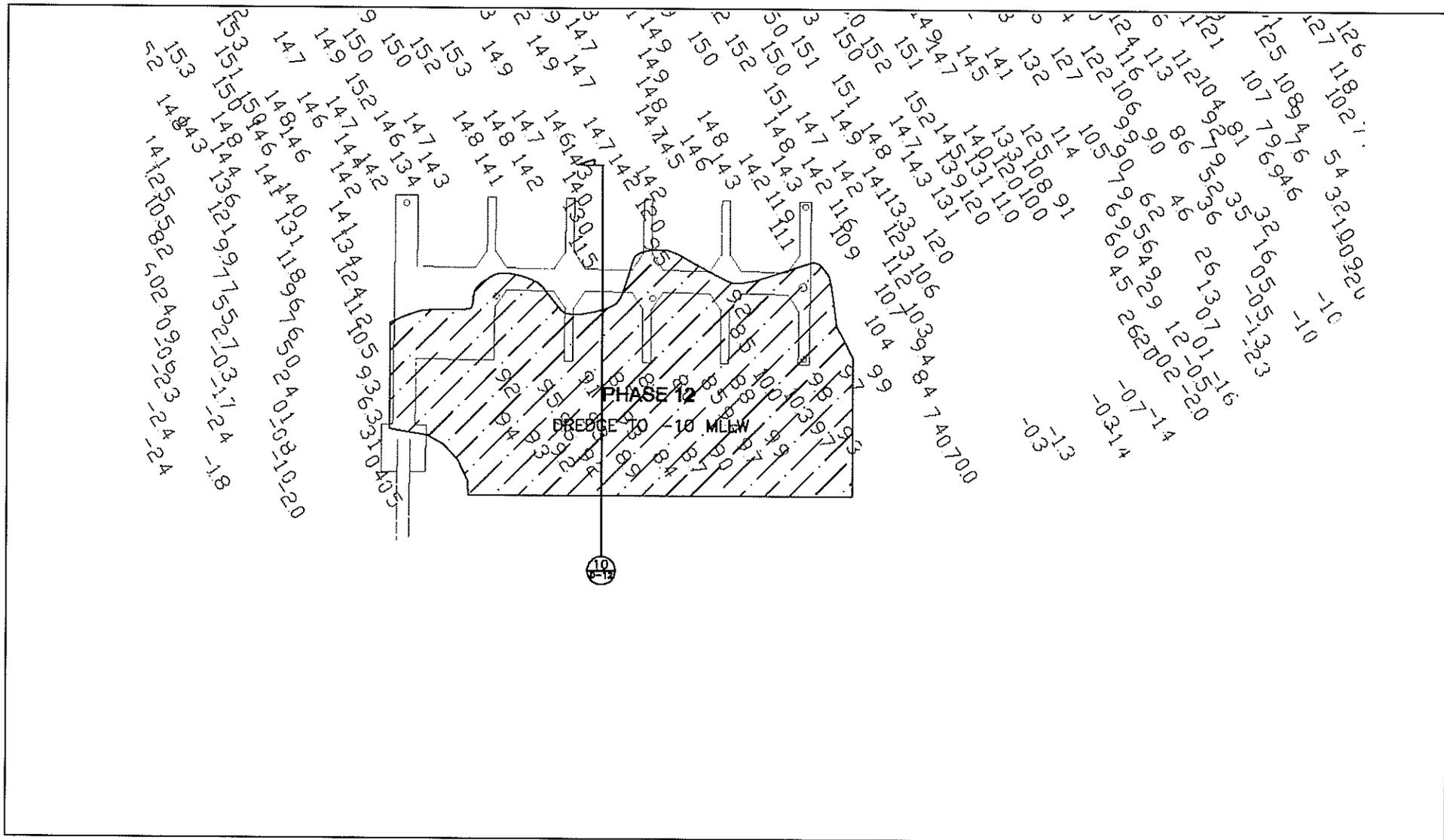
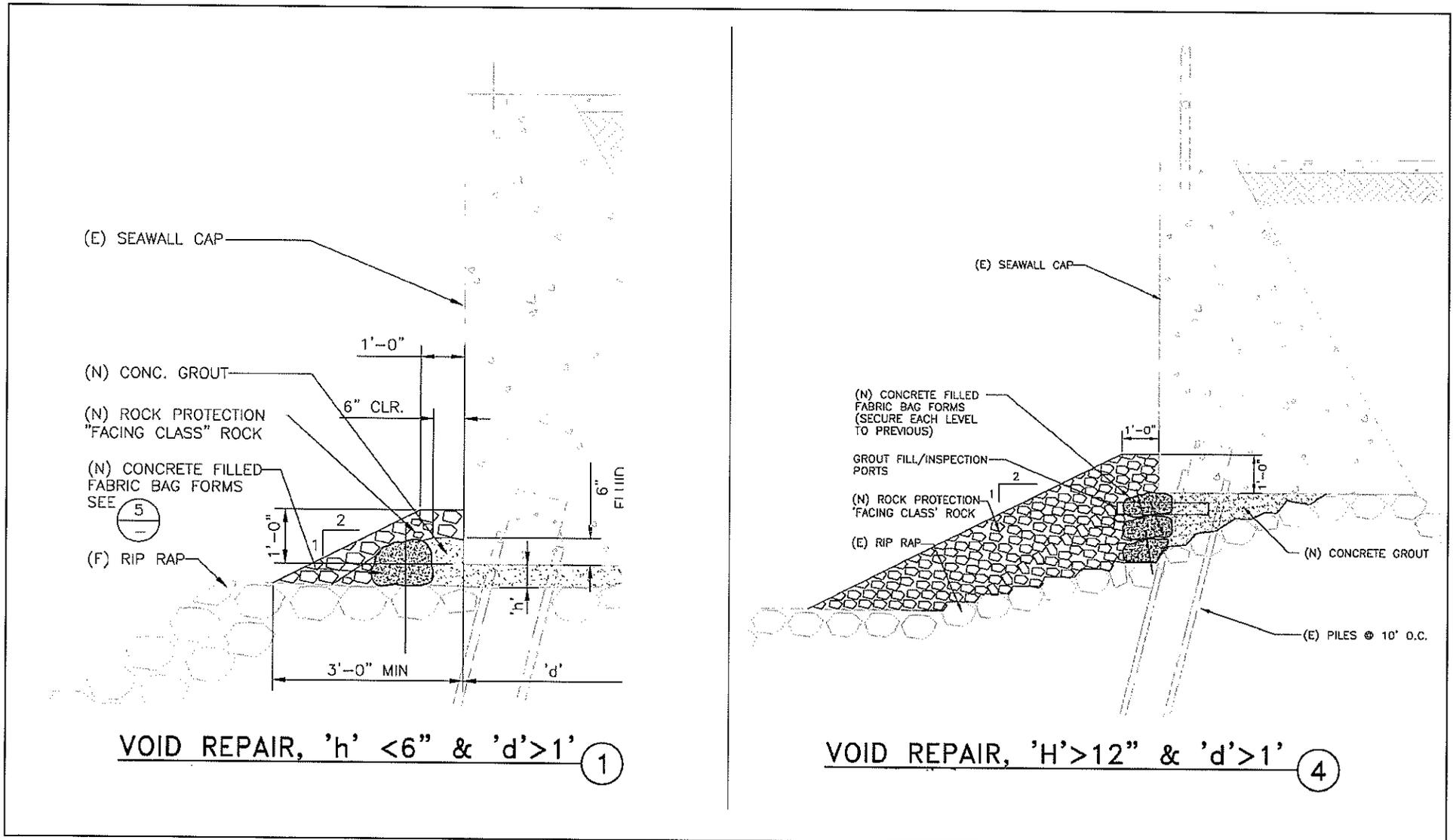


FIGURE 3.10

LSA



Alamitos Bay Marina Rehabilitation Project EIR
Proposed Dock Layout/Dredging Limits Basin 7



LSA

FIGURE 3.12

Alamitos Bay Marina Rehabilitation Project EIR

Typical Seawall Repair Cross-Sections

SOURCE: Tran Systems

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LSA



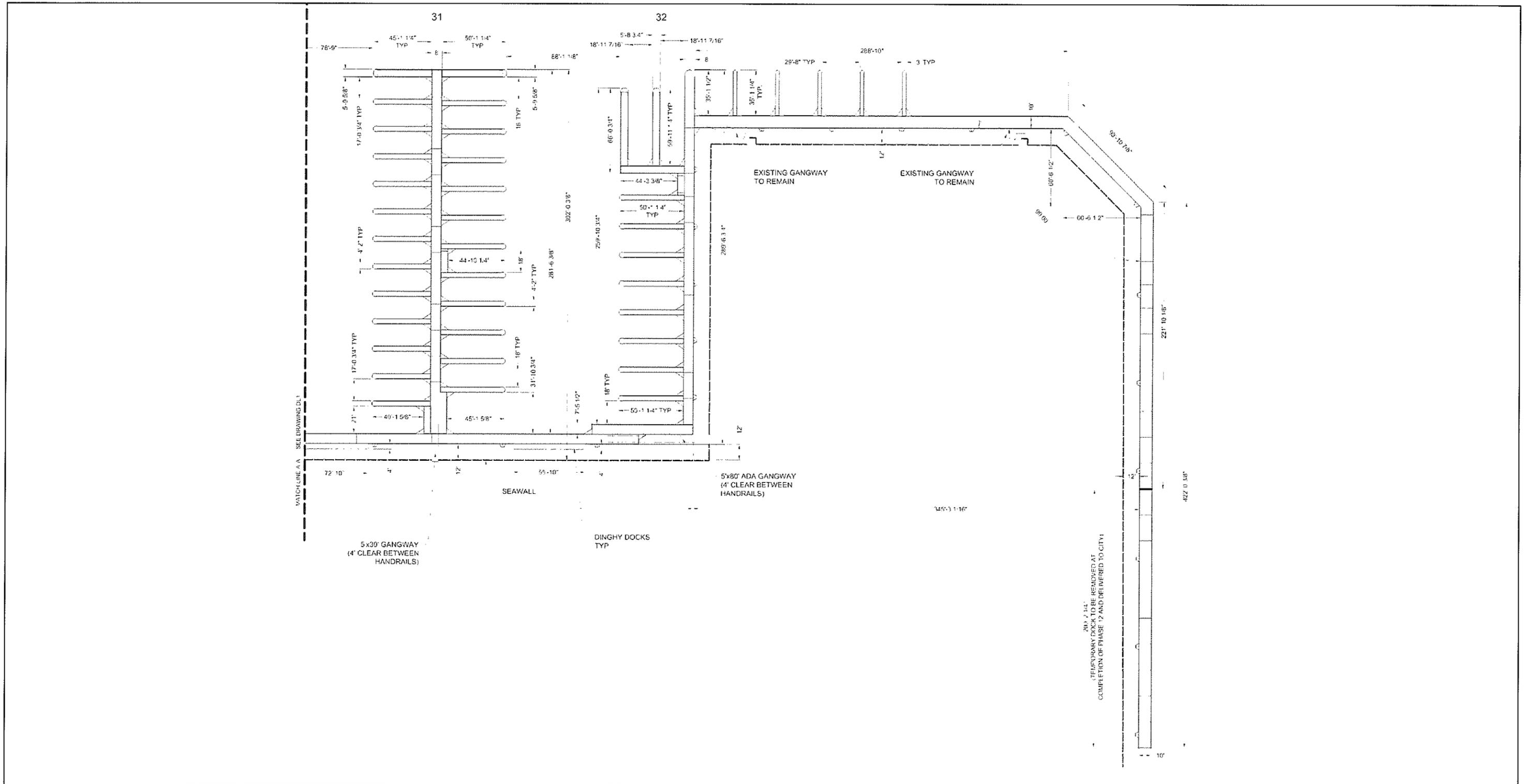
LEGEND

- - New Docks
- - Existing Docks to be Replaced

NO SCALE
SOURCE: TranSystems

FIGURE 3.13

Alamitos Bay Marina Rehabilitation Project EIR
Proposed Dock Layout Over Existing Docks



LSA



0 40 80
FEET

SOURCE: Bellingham Marine

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FIGURE 3.14

Alamitos Bay Marina Rehabilitation Project EIR

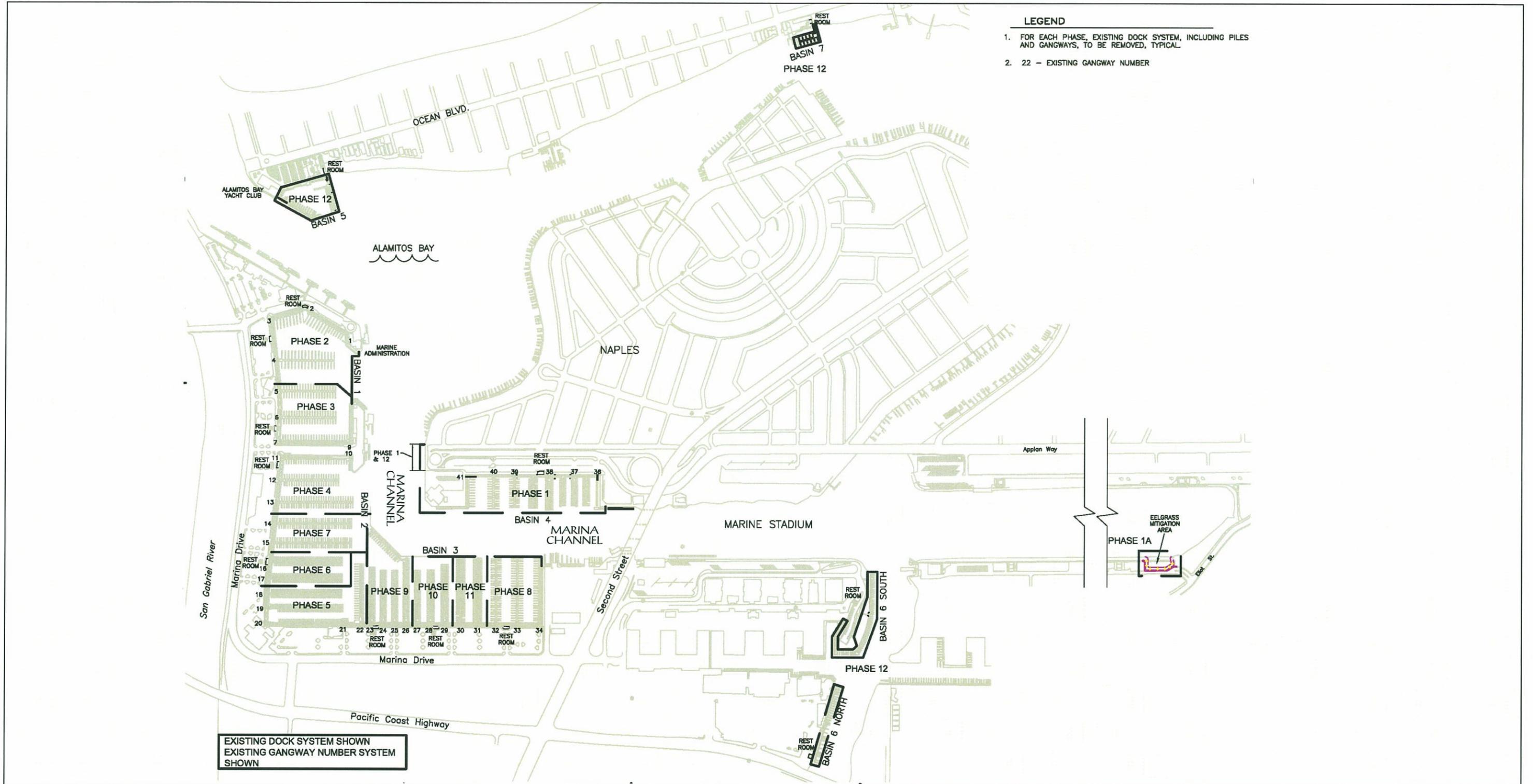
Temporary/Long Dock Configuration, Basin 4



LSA

FIGURE 3.15





LEGEND

1. FOR EACH PHASE, EXISTING DOCK SYSTEM, INCLUDING PILES AND GANGWAYS, TO BE REMOVED, TYPICAL
2. 22 - EXISTING GANGWAY NUMBER

EXISTING DOCK SYSTEM SHOWN
EXISTING GANGWAY NUMBER SYSTEM SHOWN

LSA

FIGURE 3.16

