

LSA ASSOCIATES, INC.
OCTOBER 2009

DRAFT ENVIRONMENTAL IMPACT REPORT
ALAMITOS BAY MARINA REHABILITATION PROJECT
CITY OF LONG BEACH

APPENDIX A

**NOTICE OF PREPARATION (NOP),
NOP COMMENTS, AND
SCOPING MEETING COMMENTS**

ALAMITOS BAY MARINA NOP



CITY OF LONG BEACH FILED

DEPARTMENT OF DEVELOPMENT SERVICES

333 W. Ocean Boulevard, 5th Floor

Long Beach, CA 90802

(562) 570-8181

FAX (562) 570-6088

MAY 08 2009

Notice of Preparation

DEAN C. LOGAN
REGISTRAR-RECORDER/COUNTY CLERK
F. HARRIS DEPUTY

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations

Pursuant to Public Resources Code Section 21165 and the Guidelines for the California Environmental Quality Act (CEQA) Section 15050, the City of Long Beach (City) is the Lead Agency responsible for preparation of an Environmental Impact Report (EIR) addressing potential impacts associated with the project identified below.

AGENCIES: The purpose of this notice and the attached documentation is (1) to serve as a Notice of Preparation (NOP) of an EIR pursuant to the State CEQA Guidelines Section 15082, and (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project. Specifically, the City requests input on the environmental information that is germane to your agency's statutory responsibility in connection with the proposed project. Your agency may rely on the Draft EIR prepared by the City when considering permits or other approvals for the project.

ORGANIZATIONS AND INTERESTED PARTIES: The City requests your comments and concerns regarding the proposed scope and content of the environmental information to be included in the EIR.

PROJECT TITLE: Alamitos Bay Marina Rehabilitation Project

PROJECT LOCATION: Alamitos Bay Marina (Marina) is located in the southeastern portion of Los Angeles County within the City of Long Beach. The Marina lies adjacent to and northwest (upshore) of the mouth of the San Gabriel River and is accessible primarily from Pacific Coast Highway (PCH) and Second Street, the nearest major intersection. The proposed project encompasses seven of the eight Marina basins located throughout Alamitos Bay.

PROJECT DESCRIPTION: The City is the Lead Agency for the project and will prepare the EIR in accordance with the requirements of CEQA and the State CEQA Guidelines. In early 2008, the City prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the Alamitos Bay Marina Rehabilitation Project. Mitigation measures to reduce potentially significant effects to less than significant levels were incorporated into the project, and the IS/MND was circulated for public review from April 4, 2008, to May 5, 2008. Comments were received from reviewing agencies and issues were raised in the comments received that have yet to be resolved. Therefore, due to an abundance of caution, the City has elected to elevate the level of CEQA review to an EIR.

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THIS NOTICE WAS POSTED
ON MAY 08 2009
UNTIL JUN 09 2009
REGISTRAR-RECORDER/COUNTY CLERK

The Marina comprises eight basins located throughout Alamitos Bay. As previously stated, the proposed project to be analyzed in the EIR includes renovations to Basins 1 through 7; Basin 8 is not a part of the rehabilitation. The proposed project would renovate the existing Marina facilities by providing new docks and pilings, upgraded Americans with Disabilities Act (ADA) compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation.

Based on preliminary analysis contained in the IS/MND, mitigation for potential impacts to eelgrass would be required. Therefore, two possible mitigation sites have been identified by the City. The first alternative is a City-owned parcel of land adjacent to the northeast end of Marine Stadium, where a mitigation habitat area would be created. The second alternative is a portion of the existing dock area at the northernmost end of Basin 6 North. The site adjacent to Marine Stadium is the preferred alternative because it minimizes the loss of slips. This preferred mitigation site will therefore be analyzed as a part of the EIR project.

The project description, location, and potential environmental effects, based on the information known to date, are contained in the attached materials. Through the receipt of comments on this NOP and the process of preparing the Draft EIR, additions, deletions, and/or modifications of these potential environmental impacts may occur.

PUBLIC REVIEW PERIOD: The NOP is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). Because of time limits mandated by State law, your comments must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice. The 30-day period during which the City will receive comments on the NOP for the proposed project is:

Beginning: Monday, May 11, 2009

Ending: Wednesday, June 10, 2009 at 4:30p.m.

RESPONSES AND COMMENTS: Please list a contact person for your agency or organization, include U.S. mail and email addresses, and send your responses and comments to:

Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Or via email to: Jill_Griffiths@longbeach.gov

PUBLIC OPEN HOUSE/SCOPING MEETING: The City will conduct a public open house and scoping meeting in conjunction with this NOP in order to present the project and the EIR process and to receive public comments.

DATE: Thursday, May 28, 2009
TIME: 6:30p.m. to 8:30p.m.
LOCATION: Khoury's Restaurant – Banquet Room
110 North Marina Drive
Long Beach, CA 90803

DOCUMENT AVAILABILITY: The NOP is available for public review on the following website and at the locations listed below during regular business hours:

- http://www.lbds.info/planning/environmental_planning/environmental_reports.asp
- Long Beach Main Library, 101 Pacific Avenue, Long Beach, CA 90802
- Bay Shore Neighborhood Library, 195 Bay Shore Avenue, Long Beach, CA 90803
- Los Altos Neighborhood Library, 5614 Britton Drive, Long Beach, CA 90815

If you require additional information, please contact Jill Griffiths at (562) 570-6191.

Signature: Jill Griffiths

Date: May 7, 2009

Title: Advance Planning Officer

Telephone: (562) 570-6191

SUPPLEMENTAL PROJECT INFORMATION

INTRODUCTION

The City of Long Beach (City) is considering a project that would renovate the existing Alamitos Bay Marina (Marina) facilities and enhance the existing recreational boating facilities within the harbor. The project encourages boating use by providing upgraded Americans with Disabilities Act (ADA)-compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation. The Marina facilities are operated by the City of Long Beach Marine Bureau and are primarily accessible from PCH and Second Street (see Figure 1). The Marina was opened in the late 1950s and early 1960s. There are currently 1,997 slips located throughout the Marina.

The Marina comprises eight basins; however, the proposed project includes renovations only to Basins 1 through 7. Basin 8 is not included in the project to be addressed in the 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 comprises two separate areas known as Basin 6-South and Basin 6-North. Basin 6-South is located at the northernmost end of Marina Pacifica Drive, and Basin 6-North is located northeast of Basin 6-South, adjacent to the Marina Pacifica Mall on PCH.

PROPOSED PROJECT DESCRIPTION

The proposed Alamitos Bay Marina Rehabilitation project would renovate the existing Marina facilities in Basins 1 through 7 by providing upgraded ADA-compliant facilities and the following: (1) maintenance dredging of the Marina basins to original design depths; (2) replacing and/or upgrading 13 restrooms along with their associated water and sewer laterals; (3) repairing the sea wall where necessary; (4) complete dock and piling replacement; and (5) replacing the pavement in the Marina's parking lots. The project also includes the construction of an approximately 600-foot long dock located adjacent to Basin 4 at the southeast corner of the Long Beach Yacht Club. The long dock includes a 200-foot temporary section that would accommodate boaters during the renovations and would be removed upon project completion.

Based on preliminary analysis, dredging activities would require mitigation for potential impacts to marine eelgrass. The City has identified a site adjacent to the northeast shore of Marina Stadium to convert to an open space/habitat mitigation site (see Figure 2). This mitigation habitat area will therefore be analyzed in the EIR as a part of the project.

There are currently 1,967 existing slips in Marina Basins 1 through 7; the proposed project includes installation of approximately 1,659 slips, resulting in the loss of approximately 308 slips. As of the date of this notice, there are 1,430 customers in the Marina, so there would be a slip for every existing customer once the renovations are complete.

The project is anticipated to be completed in 12 phases over approximately 5 years and includes two construction staging areas: one located in the parking lot on Marina Drive near Basin 2; and one located in the parking lot on Marina Drive near Basin 3, adjacent to the Marina Shipyard.

POTENTIAL ENVIRONMENTAL EFFECTS

Topics to Be Addressed In the EIR

Preliminary analysis and the previously prepared IS/MND for the proposed project indicate that there may be significant adverse environmental impacts related to several environmental topics. These topics will be further addressed in the EIR and mitigation proposed as necessary. In addition, the EIR will also describe and evaluate project alternatives that may reduce or avoid any identified significant adverse impacts of the project. Responses received to this NOP may modify or add to the preliminary assessment of potential issues addressed in the EIR. Topics to be further addressed in the EIR are briefly described below.

Aesthetics. The EIR will address the project's potential effects on any scenic vistas or resources, as well as on the visual character of the project site and immediate area. The EIR will also discuss any light or glare effects that may be created by the proposed project.

Air Quality. The EIR will address the project's potential effects related to applicable air quality plans, criteria pollutant emission thresholds, and whether or not the project would violate any air quality standards. The air quality analysis will address the proposed project's potential to expose sensitive receptors to substantial pollutant concentrations. Potential objectionable odors will also be addressed in the EIR.

Biological Resources. The EIR will address the project's potential effects on any species identified as a candidate, sensitive, or special-status species. The EIR will also address the project's potential effect on any riparian habitat or other sensitive natural community, federally protected wetlands, and the movement of any native resident or migratory fish or wildlife species. The project will also be analyzed to determine potential conflicts with any local policies, ordinances, or adopted habitat conservation plans protecting biological resources.

Cultural and Historical Resources. The EIR will address the project's potential effects on historical, archaeological, and paleontological resources, including the potential to disturb human remains.

Geology and Soils. The EIR will address the project's potential effects related to hazards resulting from rupture of known earthquake faults, seismic activity, liquefaction, landslides, and other unstable soil conditions.

Hazards and Hazardous Materials. The EIR will address the project's potential effects related to hazards resulting from the routine transport, use, or disposal of hazardous materials. Hazards related to foreseeable accidents involving the release of hazardous materials will also be addressed. The project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The EIR will address the project's potential hazards to watercraft safety resulting from the proposed design features and Marina layout.

Because the project is not located within 2 miles of a public airport, within the vicinity of a private airstrip, or adjacent to any wildlands that could create wildland fire hazards, these topics will not be analyzed further in the EIR. Similarly, because the proposed project does not result in any changes to the Marina's circulation system, the project is not anticipated to impact any emergency response or evacuation plans. These topics will not be addressed further in the EIR unless new information identifying them as potential impacts is presented during the scoping process.

Hydrology and Water Quality. The EIR will address the project's potential effects related to water quality standards, waste discharge requirements, groundwater conditions, drainage patterns, runoff quantities, and hazards related to inundation by seiche, tsunami, or mudflow. The EIR will also address the project's potential effects related to the loss of pervious surfaces, discharge of pollutants into storm drains and waterways, and whether or not the project would violate any best management practices of a National Pollution Discharge Elimination System (NPDES) permit.

Although the project site is within the 100-year floodplain,¹ the proposed project does not include housing and would not expose people to risks associated with flooding of residences. In addition, no structures would be placed where downstream properties would be impacted. Therefore, these topics will not be addressed further in the EIR unless new information identifying them as potential impacts is presented during the scoping process.

Land Use and Planning. The EIR will address the project's potential conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project.

The proposed project would not divide an established community and is not located within any applicable Habitat Conservation Plan or Natural Communities Conservation Plan. Therefore, these topics will not be addressed further in the EIR unless new information identifying them as potential impacts is presented during the scoping process.

Noise. The EIR will address the project's potential effects related to established noise standards, groundborne vibration and noise, and increased ambient noise levels due to the proposed project.

¹ Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM 060136 0025 C, July 6, 1998).

Because the proposed project is not located within an adopted airport land use plan or within 2 miles of a public airport or private airstrip, the project would not expose people on site to excessive noise levels from airport uses. Therefore, this topic will not be addressed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

Recreation. The EIR will address the project's potential to create increased use of existing parks or other recreational facilities, or require the construction or expansion of any recreational facilities in the project vicinity.

Traffic and Circulation. The EIR will address the project's potential to cause an increase in traffic that could be substantial in relation to the existing capacity of the street system, exceed any established level of service standard, increase hazards due to a design feature or incompatible uses, or result in inadequate emergency access or parking capacity.

The project is not anticipated to conflict with any policies, plans, or programs supporting alternative transportation. Additionally, the proposed project would not affect air traffic patterns or create airport-related safety risks. Therefore, these topics will not be addressed further in the EIR unless new information identifying them as potential impacts is presented during the scoping process.

Topics Not Requiring Further Analysis in the EIR

As described below, the following topics will not be analyzed further in the EIR unless new information identifying them as a potential impact is presented during the scoping process.

Agricultural Resources. According to the United States Department of Agriculture National Agricultural Statistics Service, no farmland, agricultural zoning, or Williamson Act contracts exist within or adjacent to the project site. No impact to farmland or agriculture will occur with project implementation, and the proposed project will not result in the conversion of existing farmland uses to nonagricultural uses. Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

Mineral Resources. The proposed project site is not a mineral resource recovery site designated on a local General Plan, Specific Plan, or other land use plan. The project site contains no known mineral resources that would be of value to the region or the residents of the State of California. Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

Population and Housing. The proposed project will renovate the existing boating facilities in the Marina and will not propose the construction of any new homes or businesses. The proposed project will not impact or affect the location, distribution, density, or growth rate of populations within the vicinity of the project site. In addition, the proposed project will not create additional permanent employment that could increase the City's population.

There would be no displacement or loss of residential units as a result of the project, and no replacement housing would be necessary. The project site is designated as a Marina use on the City's General Plan and zoning maps and is not designated for residential uses. However, it is possible that people living on their boats ("live-aboards") may claim them as their primary home. Although the proposed project may result in temporary displacement or relocation of these individuals within the Marina, the City has assured its Alamitos Bay Marina customers that they will not be forced out of the Marina due to the project.

The rebuild will result in 1,659 slips in Basins 1 through 7. As of the date of this notice, 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. Currently, 102 customers have live-aboard permits issued by the Marine Bureau. Because the number of customers who live aboard boats is relatively small, and because boats will be temporarily relocated only during construction, impacts are considered less than significant, and mitigation is not required. Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

Public Services and Utilities. Implementation of the project would not alter emergency access to the project area, nor would it create additional demand for fire protection, emergency medical, or police services because the overall capacity of the Marina will not be increased. In addition, because the project does not include housing and does not increase population or jobs in the area, it would not contribute to the school-age population or increase the demand for additional parks or any other public facilities. Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process

ALAMITOS BAY MARINA NOP

AGENCY COMMENTS



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 · www.aqmd.gov

May 19, 2009

Ms. Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Ms. Griffiths:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Alamitos Bay Marina Rehabilitation Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

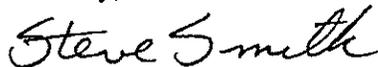
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:DG:AK

LAC090512-12AK

Control Number



Metro

May 21, 2009

Ms. Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Ms. Griffiths:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Alamitos Bay Marina Rehabilitation project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;
7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Chapman", with a long horizontal flourish extending to the right.

Susan Chapman
Program Manager, Long Range Planning



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

May 27, 2009

Ms. Jill Griffiths, Advance Planning Officer
Planning Bureau, Development Services
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802
Jill_Griffiths@longbeach.gov

NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT FOR ALAMITOS BAY MARINA REHABILITATION PROJECT (SCH# 2008041028), CITY OF LONG BEACH, LOS ANGELES COUNTY

Dear Ms. Griffiths:

The Department of Toxic Substances Control (DTSC) has received your submitted Initial Study and Notice of Preparation (NOP) for a subsequent draft Environmental Impact Report (EIR) No. 507 for the above-mentioned Project. The following project description is stated in your document: "Alamitos Bay Marina (Marina) is located in the southeastern portion of Los Angeles County within the City of Long Beach. The Marina lies adjacent to and northwest (upshore) of the mouth of the San Gabriel River and is accessible primarily from Pacific Coast Highway (PCH) and Second Street, the nearest major intersection. The proposed project encompasses seven of the eight Marina Basins located throughout Alamitos Bay. The proposed project would renovate the existing Marina facilities by providing new docks and pilings, upgraded Americans with Disabilities Act (ADA) compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation. The project also includes the construction of an approximately 600-foot long dock located adjacent to Basin 4 at the southeast corner of the Long Beach Yacht Club. The project site is designated as a Marina use on the City's General Plan and zoning maps." DTSC has the following comments:

- 1) The EIR should identify the current or historic uses at the project site that may have resulted in a release of hazardous wastes/substances, and any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the pertinent regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Envirostor: A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.

 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - GeoTracker: A list that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.

 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents. Please see comment No. 11 below for more information.
- 3) All environmental investigations, sampling and/or remediation for the site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table.

- 4) Proper investigation, sampling and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted at the site prior to the new development or any construction. All closure, certification or remediation approval reports by these agencies should be included in the EIR.
- 5) If buildings or other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals, lead-based paints or products, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 6) Project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 7) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. If it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

Ms. Jill Griffiths
May 27, 2009
Page 4

- 9) If during construction/demolition of the project, the soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented.
- 10) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 11) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/ SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact Mr. Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov or by phone at (714) 484-5491.

Sincerely,



Greg Holmes, Unit Chief
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
1001 I Street, 22nd Floor, M.S. 22-2
Sacramento, California 95814
nritter@dtsc.ca.gov

CEQA #2601

**PRELIMINARY NOP COMMENTS FROM THE CALIFORNIA DEPARTMENT OF
FISH AND GAME MAY 2009**

Preliminary Comments for (NOP) Alamitos Bay Marina Project

General Comments:

The DEIR should include detailed discussions addressing the following marine related issues:

1. A complete discussion of the purpose and need for, and description of, the proposed project, including all phases and areas and access routes to the construction and staging areas.
2. A complete recent list, description and biological assessment of the flora and fauna within and next to the project area, with particular emphasis upon identifying State or Federally listed rare, threatened, endangered, or proposed candidate species, California Species of Special Concern and/or State Protected or Fully Protected species, and any locally unique or rare species and habitats and any sensitive habitats. These species and habitats should be protected from project related impacts. The DEIR should include, at a minimum, the following data.
 - The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Species to be addressed should include all those which meet the CEQA definition for endangered, rare, or threatened species (see CEQA Guidelines, Section 15380).
 - Discussions regarding habitat use of the Project area by sensitive species, including seasonal variations, emphasizing the area of impact on those species, using acceptable species-specific survey procedures as determined through consultation with the Department. Focused species-specific surveys, conducted in conformance with established protocols at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.
 - Impacts to migratory wildlife affected by the Project should be fully evaluated.

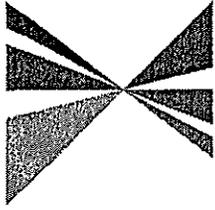
Specific Comments:

1. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect natural resources. All facets of the Project should be included in this assessment. The DEIR should include, at a minimum, the following data.

- Specific acreage and descriptions of the types of marine substrate, intertidal, wetland, and other sensitive habitats that will or may be affected by the proposed project or project alternatives. Maps and tables should be used to summarize such information.
- Discussions regarding the regional setting, pursuant to the CEQA Guidelines, Section 15125(a), with special emphasis on resources that are rare, sensitive or unique to the region and habitats that are important to listed species that would be affected by the project. For example, Alamitos Bay soft bottom is considered potential eelgrass habitat and the California least tern, *Sternula antillarum brownii*, a fully protected endangered species, may potentially use many parts of Alamitos Bay for foraging. This discussion is critical to Alamitos Bay assessments of environmental impacts.
- Detailed discussions, including both qualitative and quantitative analyses, of the potentially affected listed and sensitive species of invertebrate, fish, birds, mammals, reptiles and plants and their habitats. Emphasis should be on the proposed project site area of impact, and alternative sites, including information pertaining to the species local status and distribution. The anticipated or real impacts of the project on these species and habitats should be fully addressed.
- Discussions regarding indirect project impacts on biological resources, including marine resources, nearby public lands, open space, adjacent natural habitats, or riparian ecosystems. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated and provided. Include discussions of potential adverse impacts from lighting, shading, noise, human activity, exotic species, erosion and drainage.
- A discussion of both short and long term noise and vibration impacts as it pertains to fish, macroinvertebrates, birds and marine mammals/reptiles.
- A discussion of potential adverse impacts changes on drainage patterns from the proposed project. Shoreline erosion conditions before, during, and after construction, and the fate of eroded materials should be studied and discussed. Include a discussion of how the proposed project could influence water currents, flushing, sedimentation, and normal sediment transport.
- A discussion of potential water quality impacts associated with the construction, operation, and decommissioning of the facility to include excessive turbidity or situations resulting from dredging or other project activities; thermal discharges; chemical discharges (including nutrients); sanitary discharges; litter; cleaning agents and wash down waters; heavy metals and other toxic materials; deck drainage; gray water; desalination

and fire control system; test water discharges; and bilge water discharges both for the vessels and the facilities. A discussion to include the types of materials that will be used at the facility and aboard the ships including a description of the spill response and contingencies that will be utilized in the event of a spill as it relates to marine resources which include fish, invertebrates, birds, habitat and mammals.

- An analysis of cumulative effects, as described under CEQA Guidelines, Section 15130. General and specific plans, and past, present, and anticipated future projects, should be analyzed concerning their impacts on similar plant communities and wildlife habitats.
2. The DEIR should include a discussion of the mitigation measures to be implemented for adverse project related impacts on sensitive habitats, plants, and animals. Mitigation measures should emphasize avoidance, and where avoidance is infeasible, reduction to minimize project impacts. For unavoidable impacts, mitigation should be addressed in detail along with proposed mitigation sites and collaboration with the resources agencies. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts on rare, threatened, or endangered species. For the marine aspects of the project we would expect, at a minimum, an eelgrass and eelgrass habitat avoidance plan, a marine bird protection plan, and an oil spill contingency plan.
 3. The DEIR should include a discussion of compliance with the California Endangered Species Act (CESA) if the project has the potential to impact state listed species. A CESA Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit.
 4. Descriptions and analyses of a range of alternatives to ensure that alternatives to the proposed project are fully considered and evaluated. The analyses must include alternatives that avoid or otherwise reduce impacts to sensitive biological resources. Specific alternative locations should be evaluated in areas of lower resource sensitivity where appropriate.



ASSOCIATION of GOVERNMENTS

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818 West Seventh Street
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- Energy & Environment
Keith Hanks, Azusa
- Transportation
Mike Ten, South Pasadena

June 9, 2009

Ms. Jill Griffiths
Advance Planning Officer
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
Jill_Griffiths@longbeach.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Alamitos Bay Marina Rehabilitation Project [SCAG No. I20090242]

Dear Ms. Griffiths,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Alamitos Bay Marina Rehabilitation Project [SCAG No. I20090242] to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impact Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project would renovate the existing Alamitos Bay Marina facilities by providing new docks and pilings, upgraded Americans with Disabilities Act (ADA) compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation.

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: <http://scag.ca.gov/igr>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please provide a minimum of 45 days for SCAG to review the Draft EIR and associated plans when these documents are available. If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1800 or leebe@scag.ca.gov. Thank you.

Sincerely,


Jacob Lieb, Manager
Assessment, Housing & EIR

DOCS# 152100

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT
ENVIRONMENTAL IMPACT REPORT FOR THE ALAMITOS BAY MARINA
REHABILITATION PROJECT – SCAG NO. I20090242**

PROJECT LOCATION

Alamitos Bay Marina is located in the southeastern portion of Los Angeles County within the City of Long Beach. The Marina lies adjacent to and northwest (upshore) of the mouth of the San Gabriel River and is accessible primarily from Pacific Coast Highway (PCH) and Second Street, the nearest major intersection. The proposed project encompasses seven of the eight Marina basins located throughout Alamitos Bay.

PROJECT DESCRIPTION

The City is the Lead Agency for the project and will prepare the EIR in accordance with the requirements of CEQA and the State CEQA Guidelines. In early 2008, the city prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the Alamitos Bay Marina Rehabilitation Project. Mitigation measures to reduce potentially significant effects to less than significant levels were incorporated into the project, and the IS/MND was circulated for public review from April 4, 2008 to May 5, 2008. Comments were received from reviewing agencies and issues were raised in the comments received that have yet to be resolved. Therefore, due to an abundance of caution, the City has elected to elevate the level of CEQA review to an EIR.

The Marina comprises eight basins located throughout Alamitos Bay. As previously stated, the proposed project to be analyzed in the EIR includes renovations to Basins 1 through 7; Basin 8 is not part of the rehabilitation. The proposed project would renovate the existing Marina facilities by providing new docks and pilings, upgraded Americans with Disabilities Act (ADA) compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation.

Based on preliminary analysis contained in the IS/MND, mitigation for potential impacts to eelgrass would be required. Therefore, two possible mitigation sites have been identified by the City. The first alternative is a City-owned parcel of land adjacent to the northeast end of Marine Stadium, where a mitigation habitat area would be created. The second alternative is a portion of the existing dock area at the northernmost end of Basin 6 North. The site adjacent to Marine Stadium is the preferred alternative because it minimizes the loss of slips. This preferred mitigation site will therefore be analyzed as part of the EIR project.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted GCCOG Subregion Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	2,143,979	2,190,471	2,236,253	2,280,588	2,323,438	2,364,199
Households	591,028	607,440	623,862	636,482	648,759	658,696
Employment	762,987	776,857	785,715	796,129	807,251	817,891

Adopted City of Long Beach Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	503,251	517,226	531,854	545,980	559,598	572,614
Households	169,739	175,415	181,397	186,067	190,576	194,287
Employment	185,938	189,987	192,573	195,614	198,860	201,967

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008. City totals are the sum of small area data and should be used for advisory purposes only.

The 2008 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 *Preserve and ensure a sustainable regional transportation system.*
- RTP G4 *Maximize the productivity of our transportation system.*
- RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
- RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

- GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3 *Encourage transit-oriented development.*
- GV P1.4 *Promote a variety of travel choices*

Principle 2: Foster livability in all communities.

- GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 *Promote developments, which provide a mix of uses.*
- GV P2.3 *Promote "people scaled," walkable communities.*
- GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people.

- GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 *Support educational opportunities that promote balanced growth.*
- GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 *Encourage civic engagement.*

Principle 4: Promote sustainability for future generations.

- GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
- GV P4.2 *Focus development in urban centers and existing cities.*
- GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4 *Utilize "green" development techniques*

CONCLUSION

As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. Refer to the SCAG List of Mitigation Measures for additional guidance.

The list can be found at: http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: <http://www.scag.ca.gov/igr/>

- Click on "**Demonstrating Your Project's Consistency With SCAG Policies**"
- Scroll down to "**Table of SCAG Policies for IGR**"

SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles		
Regional Transportation Plan Goals		
Goal/ Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
RTP G3	Preserve and ensure a sustainable regional transportation system.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
Etc.	Etc.	Etc.

From: Jill Griffiths [Jill.Griffiths@longbeach.gov]
Sent: Friday, June 12, 2009 8:39 PM
To: Grace Kato
Cc: Mark Sandoval; Ashley Davis; Renee Escario
Subject: Re: Alamitos Bay Marina Rehabilitation Project

Ms. Kato:

Thank you for your email request. Please provide the State Lands Commission's comments as soon as possible.

Jill Griffiths

Advance Planning Officer

 **Building A Better Long Beach**
LONG BEACH DEVELOPMENT SERVICES

333 West Ocean Blvd.
Long Beach, CA 90802
T: 562.570.6191
F: 562.570.6068
<http://lbds.longbeach.gov/>

"Grace Kato" <KATOG@slc.ca.gov>

To <Jill_griffiths@longbeach.gov>

cc

06/10/2009 11:26 AM

Subject Alamitos Bay Marina Rehabilitation Project

Ms. Griffiths:

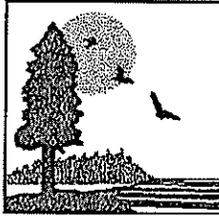
Staff of the State Lands Commission would like to provide comments on the NOP for the DEIR for the Alamitos Bay Marina Rehabilitation Project but will be unable to do so until Friday, June 12. We request an extension of the comment deadline to June 12 so that our comments may be included. Any consideration on this request will be greatly appreciated. Thank you.

Grace

Grace M. Kato
Public Land Management Specialist
California State Lands Commission
(916) 574-1227
katog@slc.ca.gov

CALIFORNIA STATE LANDS COMMISSION

100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

**AUG 03 2009**

PAUL D. THAYER, Executive Officer
(916) 574-1800 FAX (916) 574-1810
Relay Service From TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1227
Contact FAX: (916) 574-1324

File Ref: G5-03

Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Ms. Griffiths:

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the Alamitos Bay Marina Rehabilitation Project

Staff of the California State Lands Commission (CSLC) reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the Alamitos Bay Marina Rehabilitation Project.

The facts pertaining to the proposed project, as we understand them, are these:

The proposed Alamitos Bay Marina Rehabilitation project would renovate the existing Marina facilities by providing updated Americans With Disabilities Act-compliant facilities and the following: (1) maintenance dredging of the Marina basins to original design depths; (2) replacing and/or upgrading 13 restrooms; (3) repairing the sea wall where necessary; (4) complete dock and piling replacement; and (5) replacing the pavement in the Marina's parking lots. The project also includes the construction of an approximately 600-foot long dock that would accommodate boaters during the renovations and would be removed upon project completion.

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable rivers, sloughs, lakes, etc. The CSLC has residual and review authority over Public Trust Resources on tide and submerged lands legislatively granted in trust to local jurisdictions (Public Resources Code §6301 and §6306).

The project area involves sovereign lands, which are legislatively granted to the city of Long Beach pursuant to Chapter 102, Statutes of 1925, and as amended, with oil

and gas rights reserved to the State. The City, as a Trustee of these sovereign lands, has been charged with the day-to-day administration of these sovereign granted lands and must ensure that the uses proposed are consistent with the provisions of the relevant granting statutes and the Public Trust. Because of this grant, the City need not apply to the CSLC for any entitlement to conduct its project, but should contact all other agencies having jurisdiction over the project for appropriate authorizations.

The NOP states the rebuild will result in 1,659 slips in Basins 1-7 with 102 berthholders currently holding live-aboard permits issued by the Marine Bureau and that there will be no displacement or loss of residential units as a result of the project, and no replacement housing would be necessary. It is the position of the CSLC that live-aboard use of granted tidelands and submerged lands is inconsistent with granting statutes and the Public Trust and therefore, except in very limited circumstances, inappropriate. As such, please advise how the city intends to remedy this situation.

CSLC staff appreciates the opportunity to comment. If you have any questions concerning the CSLC's jurisdiction, please do not hesitate to contact Grace Kato, Public Land Management Specialist at the number referenced above or via email at katog@slc.ca.gov.

Sincerely,

Colin Connor, Assistant Chief
for Barbara Dugal, Chief
Land Management Division

cc: Grace Kato

ALAMITOS BAY MARINA NOP

INTERESTED PARTIES COMMENTS

"Mark Turpin" <mturpin@kktia.com>

To <Jill_Griffiths@longbeach.gov>

05/22/2009 11:24 AM

cc

Subject Alamitos Bay Marina Rehabilitation Project

Dear Ms. Griffiths,

I have read a copy of the Notice of Preparation for the Project noted above and have a couple of questions:

1. The Project Information and map (Figure 1.0) notes a site at the northeast end of Marine Stadium that would be converted into a Space/Habitat Mitigation Site. What exactly does that mean and can you describe what that entails?
2. The attached map (Figure 1.0) also shows a Project Location at or near the current LB Sailing Center on the Peninsula. What work is planned for that location?

Unfortunately, I will be unable to attend the meeting scheduled for May 28th, but I am very interested in this project, for several reasons. My son is a member of LB Junior Crew. I do have some safety concerns relating to the proposed dock extension near the Long Beach Yacht Club, as that area is pretty congested, when the rowing center has any regattas. The proposed dock extension certainly won't help to alleviate that congestion, and could certainly make it worse. However, maybe there is some way to mitigate that issue? I believe that issue should be addressed, but by reasonable people. I understand that some people you hear from on this issue may not be...

Lastly, I have spoken with both Mayor Foster and Councilman DeLong on different occasions about trying to give local Long Beach businesses a better chance in competing for City projects. As you can see from my email signature, I am a Principal in a Long Beach architecture firm and have provided Councilman DeLong's office with some small amounts of Pro-Bono work in the past.

Our firm has extensive experience designing ADA/Title-24 projects, and we are definitely interested in providing the City with a proposal for any architectural work associated with this Project. In fact, I am currently a Commissioner on the LB Disabled Access Appeals Board.

I realize that you may not be involved with the selection of consultants, but hoped that you might be willing to "put a bug" in the ear of whomever is when the time comes. Even if our firm isn't awarded the architectural portions of this Project, there certainly are a number of very qualified firms in Long Beach. Our firm is registered on the City RFP website, so I should at least receive notification, when

the RFP is issued.

Best regards,
Mark

VIA EMAIL

Mark Turpin
Principal

 KKT_sig_LB 60%

Long Beach + Simi Valley

O 562.216.5244
F 562.216.5249
C 562.221.0585

mturpin@kktia.com
www.kktia.com

Please note my new email address: mturpin@kktia.com

"commonsense-
sayssavthefence@fastmail.fm"
<cacrewood8@fastmail.fm>

To jill.griffiths@longbeach.gov

cc

Subject JILL:QUICK FOLLOW UP ON LACK OF VARASITY OF MR
SANDOVAL AS REVEALED BY PUBLIC RECIRD: LETTER
TO CALIFORNIA ATTORNEY GENERAL RE:PERMISSIVE
CULTURE AMONG LONG BEACH OFFICIALS OF
CORRUPTION OF TRUTH AS EVIDENCED BY

05/28/2009 03:10 PM

Please respond to commonsense- sayssavthefence@fastmail.fm
--

Scroll down see LIE#'S 1-6
LBG

----- Original message -----

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>
To: danmcgill@fastechus.com
Date: Mon, 20 Apr 2009 19:22:27 -0700
Subject: Fwd: Fwd: LETTER TO CALIFORNIA ATTORNEY GENERAL RE:PERMISSIVE
CULTURE AMONG LONG BEACH OFFICIALS OF CORRUPTION OF TRUTH AS EVIDENCED
BY

3 of 3 RES IPSA LOQUITUR

----- Original message -----

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>
To: cposner@coastal.ca.gov
Date: Wed, 15 Apr 2009 09:50:16 -0700
Subject: Fwd: LETTER TO CALIFORNIA ATTORNEY GENERAL RE:PERMISSIVE
CULTURE AMONG LONG BEACH OFFICIALS OF CORRUPTION OF TRUTH AS EVIDENCED
BY

----- Original message -----

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>
 To: cc0164@staplescopycenter.com
 Date: Sun, 12 Apr 2009 22:32:35 -0700
 Subject: LETTER TO CALIFORNIA ATTORNEY GENERAL RE:PERMISSIVE CULTURE
 AMONG LONG BEACH OFFICIALS OF CORRUPTION OF TRUTH AS EVIDENCED BY

INCONTROVERTIBLE PUBLIC RECORDS WHICH SHOW MR.MARK SANDOVAL
 HAS LIED NO LESS THAN 6 TIMES ON SEMINAL ISSUES REGARDING
 PUBLIC SAFETY.YET,HIS KEPT IN OFFICE BY:

City Manager Pat West-new office
 Director of Parks Recreation and Marine:Phil Hester
 Mayor Robert Foster;new to elected office,relatively new to Long Beach
 Councilman Gary De Long:New to elected office;relatively new to Long
 Beach lacks DNA

to be effective.

SEE ATTACHED EVIDENCE OF SANDOVAL PATTERN OF LIES:

- 1.LIE:Long Beach Press Telegram:May 17,2007
 Beach Week Section:Page 6"Column two(2) Paragraph 1.
- 2.LIE:Mark Sandoval's e-mail to California Coastal Commission's
 Mr. Chuck Posner 12/21/2007
- 3.LIE:February 4,2008 letter to: Patrick West City Manager:From Phil
 Hester
 for Mayor and Members of Council.Page 1-Final Paragraph Re;Mr.
 Richard
 Miller.You are invited to call Mr. Miller at (562) 498 2595 who
 will
 1.Confirm HIS OPPOSITION TO REMOVAL OF FENCING
 2.Confirm that he-so expressed his opposition,in a pointed
 conversation
 with Mr.Sandoval upon learning of Mr.Sandoval's false statement.
- 4.LIE:July 17,2008 ZONING HEARING (08-02-01).Failed to tell Zoning
 Administrator
 of the pointed conversation Mr. Miller had with Mr. Sandoval re
 Mr. Millers
 opposition to fence removal.
- 5.LIE:Repeated #4-at the Planning Commission dealing with the fence
 issue.(both
 #4 and # 5 are on tape.

(there are numerous others lies by Mr. Sandoval on the tapes of
 the above
 meetings and with the February 4,2008 letter-but require circa 2
 page
 preface)

6.LIE: Mr.Sandoval lied to Doug Krikorian reporter 2/10/09 Long Beach Telegram telling

the Mr.Kriokian.."We contacted a firm and they told us that historic designation does not extend beyond the Davies bridge""See attached letter from City Attorney stating"..Mr.Sandoval does not have any responsive records.We included your request to include and public records the City might have that relate to your request"

SEE PRESS TELEGRAM ARTICLE:A SIG ALERT ON LONG BEACH WATER FRONT 2-10-09.

Mr.Attorney General you will note the comment by Doug Krikorian that Mayor Foster was not aware of the issue which gave rise to the explosive article which begins...

"HELL HAVE NO FURRY LIKE A WOMAN ROWER SCORNED"

Mr.Foster was the one that made the request to the City Manager that engendered the above February 4,2008 letter(in the above#3)..after several appearance at City Council by me.Page 3 of the letter deals with the issue of the water course which had been discussed a number of times.Indeed,it was raised by we .yet again. mid summer when Council approved a contract to scope and design.

Congenital,chromic,habitual,pathological LIAR??It matters not which.It is hoped that you will agree that such conduct is injurious to and ill serves the public good as do those who embrace and tolerate such incidious conduct.

You are invited to read the Press Telegram Sunday.April 12,2009 front page:WETLANDS DEAL... to see where the developing culture of the conduct outlined above leads to.

It will also help you to better understand the two specific cases attached which so invite the DIRECT INTERVENTION OF YOUR OFFICE IN THE INTEREST OF PUBLIC SAFETY-SO AT RISK,AS A RESULT OF BUT NOT LIMITED TO, 1-6.

Respectfully,

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

California
90803

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cacrewood8@fastmail.fm

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cacrewood8@fastmail.fm

--

cacrewood8@fastmail.fm

--

cacrewood8@fastmail.fm

"commonsense-
sayssavthefence@fastmail.fm"
<cacrewood8@fastmail.fm>

To jill.griffiths@longbeach.gov

cc

Subject FROM LAURENCE B. GOODHUE: EIR COMMENTS FOR
ALAMITOS BAY MARINA REBUILD PLAN:

05/29/2009 01:26 AM

Please respond to commonsense- sayssavthefence@fastmail.fm
--

Jill:

Good to see you again.

Having had the opportunity to now read the NOTICE OF PREPARATION--there is considerable more comfort as to where we are in the process. The initial consternation was engendered over thinking that this was THE formal EIR period and would close in but 12 days--which would clearly not have been enough time to respond in details relative to:

1. Assuring the 1932 rowing course would not be impregnated, or reduced
2. Assuring the 1968 rowing course--which is the current course will not be impregnated or reduced.

No. 1. is protected both by Historical Land Mark Statues and Article 3 of the Coastal Act

No. 2. is protected by the Article 3 of the Coast Act.

My suggestion would be for the consultant contact Long Beach Engineering Department.

Ask them to check Mr. Lon Maddox notes and records. Should the consultants wish to hire

their own surveyors--I will be glad to walk them over the area and can put them with 8-10

inches of the start and finish lines for the 1932 course. CLEARLY VISIBLE SURVEY MARKERS

FOR THE 1968 course are already in place.

The course width are well defined and memorialized in the 1932 Olympiad

agreement between
all parties. John Van Blom (562) 434 1521 would be your best source for
data as to the need
dimensions sufficient to not do injury to the integrity of the course.

The public safety issues relative to an enlarged new long dock will be
set forth and transmitted
to you before June 11, 2009

Note please the comments relative to the double slip concept you brought
to my attention last
week at the planning commission meeting--which are set forth below.

Doubt not also the import of micro managing the mix of large and small
boat facilities. History
demonstrates that the confidence and trust level of the administration
of those is far from high=
indeed almost non-existent!!!

Thanks again for your help.

Larry
(323)474 4446

----- Original message -----

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>
To: cacrewood8@fastmail.fm
Date: Mon, 25 May 2009 21:42:17 -0700
Subject: EIR COMMENTS FOR ALAMITOS BAY MARINA REBUILD PLAN:

Obviously having a Manager of a Marine Bureau who is not a boater; is
seriously lacking in any meaningful understanding of matters marine or
maritime safety issues, has taken an exponential toll on the marina
infrastructure.

The public record as of this date indicates there is general agreement
with the need to do the needed repairs and any updates which technology
has yielded ---AS LONG AS IT IS WITHIN THE EXISTING FOOT PRINT.

It is striking to note that the only person advocating going outside
the foot print which would be

1. In direct violation of City and State Land Mark statutes.
2. In direct violation of Coastal Law--via a via-the de facto elimination
of
two of the protected rowing course lanes.
3. A constricting of the waterways in other areas--just south of the
course
as one rounds the corner at Long Beach Yacht Club.

Is said Manager who is not a boater.

Yet it should be noted that Included in those that have offered their views relative to negative impacts a larger foot print will have on the rowing dynamic are nationally and internationally recognized experts in designing and building rowing courses and venues.(This individual does not include himself among those experts who design and built the venues--my perspective comes from rowing many venues=and COMMON SENSE)

It should also be noted that just because one has rowed-elsewhere--does not mean they comprehend this venue and the safety issues inherent in an already constricted waterway.This is brought into sharp focus by the fact that one of the consultants for the City,who had briefly rowed elsewhere-was almost as clueless as to the safety issues in the instant case---until he was walked through the issues.

The concept of reducing the number of facilities for small boats to make room for larger boats=HAS BEEN TRIED AGAIN AND AGAIN BY THE ERRANT MANGER.It is in direct violation of Coastal Law(see attached from Coastal Staff).

The ruse of building "double" slips which could hold two smaller or one large boat-is just that.IT IS A RUSE OF THE FIRST ORDER.ONE HAS TO BUT LOOK AT THE PAST HISTORY OF THE ERRANT MANAGER AND THE EQUALLY COMPLICIT MANAGEMENT ABOVE HIM.

It would only be a matter of time until the smaller boats would be displaced.

IT IS IMPORTANT TO KEEP IN MIND THE CURRENT MANAGER,PER WHAT IS REVEALED IN

THE PUBLIC RECORD IS EITHER A:

- 1.Chronic.
- 2.Habitual
- 3.Pathological

L I A R

and can not be trusted.

Equally disturbing the current City Management from the Director of Parks

Recreation and Marine to the Mayor is complicit in said patterns of lies and deceit(see attached public record).Not only to they embrace without reservation the pattern of deceit and lies of the Manager of the Marine Bureau-but the Mayor also is revealed to be no stranger to lying.(See

Press Telegram Article on Rowing Course and February 4,2009 memo)

The only possible way the double slip plan could be approved is if the City were to put up a \$5,000,000.00 (five million dollar bond--paid out of the general fund) which the City would forfeit if it violated the policy which precludes alternations in agreed ratio of smaller to larger vessels. Under the terms of the bond, the Managers responsible for the violation would be responsible for repaying the City. Liens on pensions of the current complicit City Management would become effective upon securing the Bond.

The larger boats yield a significant increase in square footage of toxic bottom paint negatively inherently intensifying destruction of marine habit already under siege by reduction of sunlight-vis a via the increased square footage of the larger vessels.

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

--

cacrewood8@fastmail.fm

--

cacrewood8@fastmail.fm

"J. Van Blom" <j.vanblom@verizon.net>

06/08/2009 11:56 PM

To <Jill_Griffiths@longbeach.gov>

cc "AC duPont2" <acdupont4@gmail.com>, <John_Nunn@cox.net>, <johnson.dk@hotmail.com>, "Don Bogart" <jdbogart@self-serv.net>, "Larry Hambleton" <chief.ham@verizon.net>, "Jeff Jones" <windsurfceneter@juno.com>, "Jim Litzinger" <jim@intercat.com>

Subject Comments for Alamitos Bay Marina EIR

To: Jill Griffiths, Planning Bureau, Developmental Services, City of Long Beach

The following environmental issues need to be addressed in the Alamitos Bay Marina Project - Environmental Impact Report (EIR):

Historic. Regarding the proposed eelgrass mitigation site at the northeast end of the Marine Stadium: If this site is selected, measures should be taken to preserve the finish line pole for the 2,000 meter rowing course in the mitigation area, due to the historic significance of the pole (1968, 1976, and 1984 Olympic Trials, and used continuously for regular rowing events).

Aesthetics. The proposed new long dock addition on the southeast side of the Long Beach Yacht Club will have a significant negative impact on the scenic open water vista presently available from the land. This promontory is a destination point for those who want to enjoy the scenery of Alamitos Bay. It provides one of the few open vistas from the sidewalks of Naples Island. Walkers, joggers, and cyclists regularly stop along the railing above the seawall in this area to enjoy the open view of the bay, which is currently unobstructed by slips, docks, or boats. Additionally, the proposed mooring of the eleven Catalina 37 sailboats on the existing Long Beach Yacht Club long dock will also have a significant negative impact on the scenic open water vista available at the site, detracting from a clear view of the water.

Recreation. The proposed narrowing of the channel between Basins 3 and 4 will negatively impact the recreational use of Alamitos Bay. The narrowing of the channel will concentrate the considerable boat traffic of the channel and make conditions hazardous and intimidating for the increasing numbers of recreational small craft users of the bay, such as kayakers, paddle boarders, rowers, float fishermen, and dingy sailors, as well as for swimmers. This, in effect, will decrease the recreational opportunities of the bay.

Water Quality. Expanding the Alamitos Bay Marina will increase the surface area of the boat hulls under water. The increase in the surface area means an increased surface area of bottom paint, and an increase in the negative environmental effects that the additional anti-fouling paint would have.

Submitted by:

John Van Blom

240 Euclid Avenue

Long Beach, CA 90803

562 438 7963

j.vanblom@verizon.net

"Don Bogart" <jdbogart@self-serv.net>

06/10/2009 02:07 PM

To <Jill_Griffiths@longbeach.gov>

cc "AC duPont2" <acdupont4@gmail.com>, <John_Nunn@cox.net>, <johnson.dk@hotmail.com>, "Larry Hambleton" <chief.ham@verizon.net>, "Jim Litzinger" <jim@intercat.com>, "J. Van Blom" <j.vanblom@verizon.net>, "Todd Mehl" <tdmehl@gmail.com>, "Katrin Gleie" <katrin_gleie@hotmail.com>, <peter@charter.net>, "Gabrielle Weeks" <gabrielle@workwithweeks.com>, "Mark Turpin" <mturpin@kktia.com>, <jhendricks2@affinitygroup.com>, "Keith Johnson" <johnson.dk@hotmail.com>, <eventsbysabrina@yahoo.com>

Subject Comments for Alamitos Bay Marina EIR

To: Jill Griffiths, Planning Bureau, Developmental Services, City of Long Beach

The following issues need to be addressed in the Alamitos Bay Marina Project - Environmental Impact Report (EIR):

Misleading Drawings Are Being Used to Describe the Project

The spaces for *de facto* boats tied at the ends of the existing docks aren't shown on the project's drawings. This is misleading because it makes it appear that the lengthening of these docks will not adversely affect Marine Stadium and marina traffic flows. The drawings of the existing and proposed docks should show the dock ends as they are actually used today - with boats stern tied, and double and triple side tied to the dock ends such that the boats jut out into Marine Stadium and the waterway. Otherwise the impacts of the new docks and *de facto* boats on the waterway and Marine Stadium's six race lanes cannot be properly considered and judged.

Davies Bridge Waterway Approach Traffic Safety Analysis

A study of the boat traffic under Davies Bridge should be conducted to determine the chances of boats colliding beneath and while approaching and departing the navigable water underneath the bridge on warm summer weekends. The study should include the circular traffic of boats being launched and retrieved from the Davies Launch Ramp and should consider the water space currently unavailable because of boats end tied to existing docks. The analysis should take boat types, speeds, and maneuverability into account. The results of this first study should then be applied to the reduced

waterway area that would be available for navigation after the proposed docks are installed with the dock end spaces filled by boats as they are today. A new probability of collision should be calculated reflecting the decreased area available for navigation.

Alternatives to Using Marine Stadium for Dock Space

A determination should be made as to why the Marine Stadium waterway should be narrowed by the installation of larger docks in Basins 3 and 4 instead of placing these larger docks in volumes of water which appear to be available in Basins 1 and 2. It appears that there is additional space for larger docks at the ends of quays 4, 5, 12, 13, 14, 15, and 23, 24, and maybe 25. If more space is required for bigger boats, why shouldn't this already vacant space be used? Why should waterway space currently dedicated to youth athletics be squandered for stationary docks and yachts? A lot of youthful energy is productively burned off, teamwork learned, and college opportunities accessed in the waterways the Marine Bureau wants to turn into yacht parking spaces.

Safety Analysis at the Waterway Corner by the Long Beach Yacht Club

Since many sailing races appear to end at the northeast corner of the Long Beach Yacht Club, a compilation of from-the-water line-of-sight views at the intersection of the converging east-west and north-south waterways at this corner should be generated. It should show the views opposing traffic would have from various elevations above water level at this corner. A similar compilation should be generated with the proposed new north-south running dock at the end of Appian Way. The second compilation should include projections of various types of vessels tied to the proposed new dock. An analysis should then be conducted to show the effects of the proposed new dock and parked boats on safety at this busy corner. The analysis should include visibilities of opposing boat traffic, boat speeds, reaction times and maneuverabilities. The analysis should calculate the probabilities of collisions of various vessels at various speeds as they are now and what those probabilities would be with the new dock with yachts tied to it.

Diesel Pile Driver Noise Pollution

What will the effects be of pile driver noise in decibels on the community in the vicinity of the marina. A map showing the predicted noise intensities across the community should be generated. A time schedule for the noise producing operations should be furnished to the community. An analysis of the noise's effects on wildlife such as herons, and ocean mammals should be generated.

Diesel Pile Driver Smoke

An analysis of the fine particulate smoke emitted from diesel pile drivers and its effect on community residents should be included in the EIR.

Federal Agencies

The EIR should indicate if Federal agencies such as the Coast Guard and Corp of Engineers agree with the proposed narrowing of Alamitos Bay waterways.

100 Year Storm Impacts

A hydraulic analysis should be generated to show if the narrowing of Marine Stadium with new docks and boats would affect water flows from a 100 year storm. Would the new docks cause additional flooding in the communities around the Marina? The analysis should address the flow of rubbish from storm control channels into Alamitos Bay and how this rubbish with the new docks and boats would impact flooding during a 100 year storm.

Submitted by:

Don and Judy Bogart
5786 Campo Walk
Long Beach, CA 90803
562 439-3119
jdbogart@self-serv.net

"John Nunn" <john_nunn@cox.net>

06/10/2009 02:43 PM

To ""Don Bogart"" <jdbogart@self-serv.net>,
<Jill_Griffiths@longbeach.gov>
cc ""AC duPont2"" <acdupont4@gmail.com>,
<johnson.dk@hotmail.com>, ""Larry Hambleton""
<chief.ham@verizon.net>, ""Jim Litzinger""
<jim@intercat.com>, ""J. Van Blom"" <j.vanblom@verizon.net>,
""Todd Mehl"" <tdmehl@gmail.com>, ""Katrin Gleie""
<katrin_gleie@hotmail.com>, <peter@charter.net>, ""Gabrielle
Weeks"" <gabrielle@workwithweeks.com>, ""Mark Turpin""
<mturpin@kktia.com>, <jhendricks2@affinitygroup.com>,
""Keith Johnson"" <johnson.dk@hotmail.com>,
<eventsbysabrina@yahoo.com>

Subject RE: Comments for Alamitos Bay Marina EIR

Dear All,

Attached is my submission.

John Nunn

From: Don Bogart [mailto:jdbogart@self-serv.net]

Sent: Wednesday, June 10, 2009 2:08 PM

To: Jill_Griffiths@longbeach.gov

Cc: 'AC duPont2'; John_Nunn@cox.net; johnson.dk@hotmail.com; 'Larry Hambleton'; 'Jim Litzinger'; 'J. Van Blom'; Todd Mehl; 'Katrin Gleie'; peter@charter.net; 'Gabrielle Weeks'; 'Mark Turpin'; jhendricks2@affinitygroup.com; 'Keith Johnson'; eventsbysabrina@yahoo.com

Subject: Comments for Alamitos Bay Marina EIR

To: Jill Griffiths, Planning Bureau, Developmental Services, City of Long Beach

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Submitted by:

Don and Judy Bogart

5786 Campo Walk

Long Beach, CA 90803

562 439-3119

jdbogart@self-serv.net

6/10/09

To: Ms. Jill Griffiths, Planning Bureau, Developmental Services, City of Long Beach

Subject: Alamitos Bay Marina Project- Scoping for Environmental Impact Report

The EIR should include the following considerations:

History: The 2,000 m Olympic Venue was built specifically for the rowing events in the 1932 Olympics. The 2,000 m Marine Stadium is designated as a California Historic Landmark. It is unique as the only Olympic Rowing Venue in the United States specifically built for the Olympics. It is one of only two Olympic Rowing Venues in United States still in use today.

Consistency with the California Coastal Act: Restricting navigable waterways open to all types of boating recreation in order to park large expensive yachts, does not comply with the terms of the California Coastal Act. The Coastal Act protects the access and use of Waterways for all economic levels. This is a case of taking away waterway from all less expensive boating uses for the purpose of parking the most expensive yachts.

Restriction of Water Circulation: Maintaining good water circulation in the Alamitos Bay Marina is vital to the water quality in the Marina, as well as in the Colorado Lagoon. By restricting surface flow in the main channel by up to 90 ft., water circulation will be impaired. The Colorado Lagoon will be especially impacted because water circulation is already less inadequate in the Lagoon.

Safety: Reducing the main channel width 70-93 feet for 500 m, squeezes traffic into the center of the channel. In the summer and on holiday weekends, hundreds of Boaters of various sizes, types and speeds are forced together in a situation that will compromise safety. End and side tying of boats on the ends of the new boat slips will further reduce channel width and further compromise safety.

Marine Life: Currently the marina is home to a diverse population of fish and water birds. In addition we are frequently visited by Dolphins and Sea Lions. Restriction of the channel will have a negative impact on all types of marine life.

Navigation: the U.S. Army Corps of Engineers may believe that this project is an undue restriction of the Navigatable Waterway. Since virtually all Marina traffic must use the main channel under Davies Bridge, adequate access to and egress from the marina is impaired.

John Nunn
Member- Long Beach Sports Council
310-541-2689
john_nunn@cox.net

6/12/09

To: Ms. Jill Griffiths, Planning Bureau, Developmental Services, City of Long Beach

Subject: Alamitos Bay Marina Project- Scoping for Environmental Impact Report

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History: The 2,000 m Olympic Venue was built specifically for the rowing events in the 1932 Olympics. The 2,000 m Marine Stadium is designated as a California Historic Landmark. It is unique as the only Olympic Rowing Venue in the United States specifically built for the Olympics. It is one of only two Olympic Rowing Venues in United States still in use today.

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Navigation: the U.S. Army Corps of Engineers may believe that this project is an undue restriction of the Navigable Waterway. Since virtually all Marina traffic must use the main channel under Davies Bridge, adequate access to and egress from the marina is impaired.

I request that a full EIR report be done to ensure that all significant aspects are considered.

John Nunn
Member- Long Beach Sports Council
310-541-2689
john_nunn@cox.net

Keith Johnson <johnson.dk@hotmail.com>

06/10/2009 10:29 PM

To <jill_griffiths@longbeach.gov>

cc Mark Sandoval <mark_sandoval@longbeach.gov>, Phil Hester
<phil_hester@longbeach.gov>

Subject Alamitos Bay Rebuild EIR

Hello Jill,

Thank you for allowing the various stakeholders of Alamitos Bay/Marine Stadium an opportunity to have our concerns reviewed in the upcoming EIR. As stated in the "Public Scoping Meeting" held May 28, 2009, it was expressed that one concern is as if 100 of the same concerns were put on review so I won't repeat what I assume has already been sent in. The following are my concerns as a multi-water user of Alamitos Bay.

1. Launch ramp congestion, safety, blight and silt buildup caused by the location of the "Maintenance Dock".
2. Mother's Beach sand/silt shoal that is getting bigger and bigger extending out into the channel and causing the swim buoys to be placed in an unsafe area in the path of all water users.
3. Opinion by the City on its position on the boundaries of Marine stadium. If they differ from what is already on file when declared an official Historical landmark in 1994, than please provide documentation.

Sincerely,
Keith Johnson
Life Time Resident of Long Beach

Insert movie times and more without leaving Hotmail®. [See how.](#)

**Comments on the Notice of Preparation
for the
Alamitos Bay Marina Rehabilitation Project**

Need for Better Public Notice to Marina Tenants

Attendance at the NOP meeting was poor, with very few boat owners attending. Future EIR notices (availability of draft EIR for comment, draft EIR hearing, etc.) and notices of any other meetings concerning the marina rebuild should be provided in the monthly four-page newsletter that the Marine Bureau sends to each marina tenant enclosed with the monthly slip bill

The Need to Reconsider Project Goals

The current economic downturn coupled with the need to consider project emissions of Green House Gases (GHGs) in this EIR should trigger a reconsideration of the slip mix and overall goals in building a new marina for the next 50+ years. The current proposed project was apparently based upon projections of continued increases in boat sizes. This assumption probably is no longer appropriate. Discretionary spending on boats has decreased as the availability of credit has tightened and personal savings have increased. This is likely to be a permanent condition which will lead to purchases of fewer boats and smaller boats when a purchase is made. Increased future fuel costs for powerboats is likely to lead to downsizing of powerboats and increased use of sailboats, electric boats and human-powered small boats. Kayaks, canoes, rowing shells and other human-powered boats have been the fastest growing segment of water recreation in Alamitos Bay in recent years. Improved facilities for these small craft should be included in the marina project. Enhancement of opportunities for the use of sailboats, electric boats, kayaks, canoes, rowing shells and other human-powered boats will reduce the GHG emissions attributable to the marina project.

The EIR Needs to Fully Discuss Adverse Impacts on Recreational Uses

The NOP does not reference the public controversy concerning the proposed expansion of the marina footprint that will impact the historic meter rowing course used in the 1932 Olympics, used for training for other Olympics and currently used today for rowing practice and competitions. The enlarged marina footprint would result in a narrowing of the channel and loss of open water for all boaters, including canoeists, kayakers, powerboats and sailboats, as well as competitive rowers. The EIR must fully discuss these adverse impacts.

The NOP also does not acknowledge that the proposed project, by eliminating slips for smaller boats and increasing the number of slips for larger boats, will clearly reduce recreational opportunities for persons with small boats. Carrying out a project that only benefits owners of large boats will conflict with at least two statutory Coastal Act policies. The Coastal Act requires that:

- lower cost visitor and recreational facilities shall be protected and provided

(Public Resources Code Section 30213)

- “Increased recreational boating use of coastal waters shall be encouraged . . . ***by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors***”

(Public Resources Code Section 30224, emphasis added.)

**Comments on the Notice of Preparation
for the
Alamitos Bay Marina Rehabilitation Project**

The proposed project, as currently configured, does not further either of these policies. The proposed project only proposes to enhance recreational opportunities for larger sailboats and powerboats by creating additional larger slips. It would reduce the recreational opportunities for all other boaters by reducing the overall number of slips and greatly reducing the number of small slips, without providing any replacement dry storage. These conflicts between the proposed project and Coastal Act policies must be fully discussed in the EIR. It is unclear how findings (findings of overriding consideration) accepting the significant loss of small boats slips could properly be adopted where there is plenty of excess marina parking area that could be used for creation of a dry storage yard.

The Proposed Project Should be Revised or the EIR Should Discuss an Alternative Project Having Lesser Adverse Impacts on Water Recreation

The proposed project should be revised or the EIR should include an alternative project that better promotes Coastal Act recreational policies and reduces environmental impacts. Such a revised project or project alternative would include the following elements:

- 1) rebuild the marina *within* the existing marina footprint
- 2) provide dry storage facilities to, at a minimum, replace *all* of the small slips that are to be eliminated (below the original 1,997 slips), including:
 - a new mast-up dry storage facility for larger sailboats (with masts too tall to fit under the Second Street bridge) with a hoist, located in the marina parking lot next to Marina Shipyard
 - additional dry storage space for powerboats and smaller sailboats in Marine Stadium
- 3) enhance the recreational opportunities for other small boats by:
 - improving beach storage for Hawaiian canoes, Dragon boats and other human-powered boats on Mother's Beach and/or in Marine Stadium, including new restrooms, classroom and secure storage facilities
 - improve Marine Stadium bathrooms and other Marine Stadium facilities
 - provide prime-time access for use of Marine Stadium to rowers, kayakers, Dragon boats, Hawaiian canoes and other human-powered boats on at least an equal level with power boat use; adjust the power/non-power use schedules based upon the actual number of users over time

Adoption of this alternative instead of the proposed project would provide greater benefits and lesser impacts than the proposed project. The loss of eel grass would be minimized because the marina footprint would be unchanged. Keeping the same marina footprint would also moot crowding and safety issues with kayakers and rowers and preserve the historic 2000 meter rowing course. Adding new dry storage areas would mitigate the loss of slips for small boaters, increase City project revenues and promote Coastal Act policies. Building the new dry storage

**Comments on the Notice of Preparation
for the
Alamitos Bay Marina Rehabilitation Project**

portion first would reduce the need to provide replacement slips during construction, as some small boat owners opt for less expensive dry storage costs instead of slip fees. Enhancing recreational opportunities for small human-powered boats would further promote Coastal Act policies by providing recreational opportunities for a broad range of Long Beach area residents and mitigate the GHG emissions from the project.

The Gangways of the Already Demolished Slips Should be Rented as Side-ties Pending Completion of the CEQA Process and Project Approval

All of the slips, approximately 189 slips, on Gangways 23, 24 and 25 have already been demolished, apparently in anticipation of project approval under the 2008 Mitigated Negative Declaration previously prepared for the project. It is unclear why this demolition was accomplished without first obtaining a Coastal Development Permit. Although the slips are gone, the gangways themselves could be rented on an interim basis as side-ties for all sizes of boats. The mix of boats utilizing the side-ties could be an excellent reality check on the appropriate mix of new slip sizes need for the rebuilt marina. Allowing the gangways to sit empty for many more months or years, as the CEQA and approval process proceeds, is a missed opportunity to raise revenue for the City that could be used to help fund the rebuild.

Thank you for your consideration of these comments.

Dated: June 8, 2009

Very truly yours,

William L. Waterhouse

119 Bay Shore
Long Beach, CA 90803

SCOPING PUBLIC MEETING COMMENT CARDS

PUBLIC SCOPING MEETING
ALAMITOS BAY MARINA REHABILITATION PROJECT
Thursday, May 28, 2009

NAME: WILBUR W LOBBER
ADDRESS: 5320 E 2nd STREET SUITE 9 CITY: LONG BEACH ZIP: 90803
EMAIL ADDRESS: W.LOBBER@GMAIL.COM
REPRESENTING: _____

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6191

Jill_Griffiths@longbeach.gov

In the EIR Report, there are many issues which should be addressed concerning the channel between the 2nd Street Bridge and the turning area in front of the LBYC.

As a boat owner in Basin 4, I have am always concerned with the traffic issues when leaving and returning to my slip.

It is congested and crowed thus a serious safety hazard considering the launch ramp, the Boatyard, the Sea Scout Base and the LBYC as well as boats from Basin 3, all accessing this area. Now you add all the other marine use traffic such as kayakers, electric boats, standing paddle boarders, jet skiers and fishermen in float tubes. Add to this the rowers paddling backwards, not able to see where they are going, the outriggers, traveling over the speed limit (not maneuverable), it is a accident waiting to happen.

I'm sure there have been many accidents because I have been familiar with many close calls.

When you are coming out of one of the fairways, it is impossible to see any watercraft that is low to the water and watercraft do not have the ability to stop abruptly.

It should be considered to have extended times for the rowers in Marine Stadium and possibly along Bayshore Drive which is inaccessible to large sail and power boats.

**PUBLIC SCOPING MEETING
ALAMITOS BAY MARINA REHABILITATION PROJECT
Thursday, May 28, 2009**

NAME: DON BOGART
ADDRESS: 5786 CAMPO WALK CITY: LONG BEACH ZIP: 90803
EMAIL ADDRESS: jd bogart@self-serv.net
REPRESENTING: SELF

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6191

Jill_Griffiths@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

THE PROPOSED CHANGES IMPACT TRAINING AREAS
FOR LONG BEACH STUDENT ATHLETES.

MARINE STADIUM SHOULD NOT BE CONVERTED
INTO DOCK AREAS.

Please comment by June 10, 2009

4/11

PUBLIC SCOPING MEETING
ALAMITOS BAY MARINA REHABILITATION PROJECT
Thursday, May 28, 2009

NAME: LARRY GOODRUE
ADDRESS: USPO BOX 14464 CITY: LONG BEACH ZIP: 90803
EMAIL ADDRESS: CALIFORNIA WOOD PAT FAST MAIL-FM-
REPRESENTING: SOLID-

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

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Planning Bureau, Development Services
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(562) 570-6191

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WILL CLICK OVER EMAIL
ON COMMENTS - TO HIGHER LEVEL
CENTER OF SAFETY -
PROTECTIVE ROWING COURSE

Please comment by June 10, 2009

PUBLIC SCOPING MEETING
ALAMITOS BAY MARINA REHABILITATION PROJECT
Thursday, May 28, 2009

NAME: Jeff LaBarre
ADDRESS: 10350 Almayo Ave, #11 CITY: Los Angeles ZIP: 90064
EMAIL ADDRESS: jlabarre@coxcastle.com
REPRESENTING: Hurricane Gulch Yacht Club

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6191

Jill_Griffiths@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

As a representative of a group of boaters who frequently visit via boat to Alamitos Bay either on day trips as well as overnight some of our concerns are:

- 1) Access to temporary short term (2hrs) tie ups during the construction phase. This would include the long dock by Khorys as well as ~~short~~ small boat access to the Marina Pacifica long dock.*
- 2) Access to the water based facilities of our fellow Yacht Clubs.*
- 3) Access during construction to the short term small boat dock near Schooner outlet & West Pier 10.*

Please comment by June 10, 2009

PUBLIC SCOPING MEETING
ALAMITOS BAY MARINA REHABILITATION PROJECT

Thursday, May 28, 2009

PLEASE SEND
PDF OF
BOARDS

NAME: MICHELLE MOWERY

ADDRESS: 48216 MATNEY AVENUE CITY: LB ZIP: 90807

EMAIL ADDRESS: MOWERYCON@AOL.COM

REPRESENTING: SELF

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6191

Jill_Griffiths@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

- CONTAMINATION - HAZARDOUS MATERIALS
- IMPACTS TO HABITAT / LOSS
- SILT
- NOISE
- IMPACTS TO VIEWS / AESTHETICS
- PUBLIC ACCESS
- TRAFFIC IMPACTS
- REFERENCE / INCLUDE PREVIOUS CITY STUDIES
RELATIVE TO ALAMITOS BAY INCLUDING AB MASTER PLAN
- MITIGATION OF IMPACTS
- INCLUSION OF VARIOUS ALTERNATIVES INCLUDING
PROPOSED PLAN, EXISTING FOOTPRINT, NO BUILD
- SAFETY
- LOSS OF OPEN SPACE

Please comment by June 10, 2009

email: j.vanblom@verizon.net

PUBLIC SCOPING MEETING (562) 438-7963
ALAMITOS BAY MARINA REHABILITATION PROJECT
Thursday, May 28, 2009

NAME: Joan Van Blom
ADDRESS: 240 Euclid Avenue CITY: Long Beach ZIP: 90803
EMAIL ADDRESS: j-vanblom@verizon.net
REPRESENTING: Recreational rowing

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6191

Jill_Griffiths@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Recreation - Narrowing of the channel between Basins 3 + 4 significantly impacts the recreation area for the rowing community, which includes adapted rowers, junior rowers, collegiate rowers, masters rowers, and rowers training for national and international events.

Narrowing this major rowing course significantly changes the opportunities available for recreational rowers to train regularly and to race.

It also impacts the recreation opportunities for stand-up paddlers and paddle boarders who often use the more protected waters along ^{the} Basin on Naples island. Increasing the footprint of Basins 3 + 4 eliminates protected waters for those circling

Naples island. ^(Naples)
Please comment by June 10, 2009
Swimming, Rowing + padding around the island is a popular recreational activity.

**PUBLIC SCOPING MEETING
ALAMITOS BAY MARINA REHABILITATION PROJECT**

Thursday, May 28, 2009

NAME: Joan Van Blom

ADDRESS: 240 Euclid Avenue CITY: Long Beach ZIP: 90803

EMAIL ADDRESS: j.vanblom@verizon.net

REPRESENTING: Recreational small boaters - lifelong resident

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6191

Jill_Griffiths@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Recreation - The increased footprint of Basins 3 and 4 and the proposed ^{new} long dock on the other side of the yacht club will negatively impact recreational opportunities because the narrower waterways make it more hazardous and difficult to safely maneuver - thus decreasing the pleasure of small recreational watercraft users.

Decreasing navigable waterways by covering up water by the yacht club's southeast seawall detracts from the pleasure of human powered watercraft users - paddlers, kayakers, rowers, canoers, float fishermen, who use this area heavily for recreation.

Suggested change - Put a long dock, if needed, somewhere where it does not negatively

impact the ability for small watercraft users to enjoy recreation in the Bay.

Please comment by June 10, 2009

PUBLIC SCOPING MEETING
ALAMITOS BAY MARINA REHABILITATION PROJECT
Thursday, May 28, 2009

NAME: Joan Van Blom
ADDRESS: 240 Euclid Avenue CITY: Long Beach ZIP: 90803
EMAIL ADDRESS: j.vanblom@verizon.net
REPRESENTING: Human-powered small watercraft, Recreation user
Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

Jill Griffiths
Planning Bureau, Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6191

Jill_Griffiths@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Aesthetics - The additional long dock ~~is~~ proposed for the current seawall along the ^{LB} yacht club's southeast side significantly impairs the aesthetics of Alamitos Bay in that area. Walkers, cyclists, strollers gather to gaze by the ^{at club} at the bay at that point every day. The long dock for exclusive use of ^{the} yacht club and the ^{accompanying} boat and people traffic change the aesthetics.
Covering up current open water with a dock destroys the aesthetic aspects of the bay for viewers and for recreational boaters enjoying the open waterways. Suggested change - No long dock by ^{yacht club} not needed.
Additionally -

Narrowing the waterways by increasing the footprint of the slips in Basin 3 and Basin 4 significantly destroys the aesthetic aspect of Alamitos Bay. Instead of navigating a wide channel, boaters will need to navigate a narrower area - dodging docked boats, other boaters, and slips.

Please comment by June 10, 2009