

ENVIRONMENTAL IMPACT REPORT

ALAMITOS BAY MARINA REHABILITATION PROJECT

CITY OF LONG BEACH

SCH NO. 2008041028

VOLUME III: RESPONSE TO COMMENTS

Submitted to:

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## INTRODUCTION

This document comprises the Comments and Responses volume of the Final Environmental Impact Report (EIR) for the proposed Alamitos Bay Marina Rehabilitation Project. The purpose of this document is to respond to all comments received by the City of Long Beach (City) regarding the environmental information and analyses contained in the DEIR (DEIR).

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15087, a Notice of Completion (NOC) of the DEIR for the Alamitos Bay Marina Rehabilitation Project was filed with the State Clearinghouse on October 8, 2009, and the Notice of Availability (NOA) of the DEIR was filed with the County Clerk on October 7, 2009.

The DEIR was circulated for public review for a period of 45 days, from October 8, 2009, to November 23, 2009. Copies of the DEIR were distributed to all Responsible Agencies and to the State Clearinghouse in addition to various public agencies, citizen groups, and interested individuals. Copies of the DEIR were also made available for public review at the City Department of Development Services, two area libraries, and on the internet.

Twenty comment letters were received during the public review period or immediately thereafter; one comment letter from the National Oceanic and Atmospheric Administration (NOAA) and one email from the California Department of Fish and Game (CDFG) were received after the close of the comment period. Twenty comment letters were received from members of the public, one letter from a federal agency, and one email from a State agency. A letter from the State of California, Governor's Office of Planning and Research (OPR), State Clearinghouse, confirming receipt of the DEIR was not received; however, included is a page from OPR's CEQAnet Database indicating that the DEIR was received on October 8, 2009.

Comments that address environmental issues are thoroughly responded to. Comments that (1) do not address the adequacy or completeness of the DEIR; (2) do not raise environmental issues; or (3) do request the incorporation of additional information not relevant to environmental issues do not require a response, pursuant to Section 15088(a) of the State CEQA Guidelines.

Section 15088 of the State CEQA Guidelines, Evaluation of and Response to Comments, states:

- a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the DEIR and shall prepare a written response. The lead agency shall respond to comments received during the

noticed comment period and any extensions and may respond to late comments.

- b) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.
- c) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the lead agency should either:
  1. Revise the text in the body of the EIR; or
  2. Include marginal notes showing that the information is revised in the responses to comments.

Information provided in this Response to Comments document clarifies, amplifies, or makes minor modifications to the DEIR. No significant changes have been made to the information contained in the DEIR as a result of the responses to comments, and no significant new information has been added that would require recirculation of the document.

An Errata to the Draft EIR has been prepared to make minor corrections and clarifications to the DEIR as a result of comments received during the public review period. Therefore, this Response to Comments document, along with the proposed DEIR Errata, has been bound as Volume III and is included as part of the Final EIR for consideration by the Planning Commission prior to a vote to certify the Final EIR.

## **INDEX OF COMMENTS RECEIVED**

The following is an index list of the members of the public that commented on the DEIR prior to the close of the public comment period or immediately thereafter. The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. Each comment letter received is indexed with a number below.

## **FORMAT OF RESPONSES TO COMMENTS**

Responses to each of the comment letters are provided on the following pages. The comment index numbers are provided in the upper right corner of each comment letter, and individual

points within each letter are numbered along the right-hand margin of each letter. The City's responses to each comment letter immediately follow each letter and are referenced by the index numbers in the margins. As noted in some of the responses, a DEIR Errata, with text revisions, has been prepared to provide corrections and clarifications to the DEIR. The Errata, along with the DEIR and the Response to Comments, comprises the Final EIR.

<b>Comment Code</b>	<b>Signatory</b>	<b>Date</b>
<b>Federal</b>		
F-1	National Marine Fisheries Service (NMFS)	11/30/2009
<b>State</b>		
S-1	Office of the State Clearinghouse, CEQAnet Database	11/11/2009
S-2	California Department of Fish and Game	12/1/2009
<b>Public</b>		
P-1	Laurence Goodhue	10/11/2009
P-2	Laurence Goodhue	10/11/2009
P-3	Laurence Goodhue	10/12/2009
P-4	Laurence Goodhue	10/16/2009
P-5	Laurence Goodhue	11/20/2009
P-6	Laurence Goodhue	11/20/2009
P-7	Laurence Goodhue	11/20/2009
P-8	Laurence Goodhue	11/20/2009
P-9	Laurence Goodhue	11/20/2009
P-10	Laurence Goodhue	11/22/2009
P-11	Laurence Goodhue	11/22/2009
P-12	Laurence Goodhue	11/19/2009
P-13	Laurence Goodhue	11/23/2009
P-14	Jim Kirk	10/22/2009
P-15	William T. Dalessi	10/23/2009
P-16	Bill Waterhouse	10/30/2009
P-17	Don and Judy Bogart	11/17/2009
P-18	William W. Lorbeer	11/19/2009
P-19	Michelle Mowery	11/23/2009
P-20	William Waterhouse	11/23/2009

## COMMENTS AND RESPONSES



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
Southwest Region  
501 West Ocean Boulevard, Suite 4200  
Long Beach, California 90802-4213

NOV 30 2009

Jill Griffiths  
Advance Planning Officer  
City of Long Beach Department of Development Services  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, California 90802

Dear Ms. Griffiths:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the Draft Environmental Impact Report (DEIR) for the City of Long Beach's proposed Alamitos Bay Marina Rehabilitation Project (Project). NMFS offers the following comments pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSA), Marine Mammal Protection Act (MMPA), and the Endangered Species Act (ESA).

**Proposed Project**

Implementation of the project is expected to occur in 12 phases and should extend over approximately 6 years. The proposed project consists of a number of improvements to the basins 1 to 7 of the existing Alamitos Bay Marina. Specifically, the project includes the following: (1) dredging the Marina basins down to original design depths and/or original basin depths; (2) replacing and/or upgrading 13 restrooms along with their associated water and sewer laterals; (3) repairing the sea wall where necessary to reestablish the rock revetment along the slope to the basin floor; (4) completing dock and piling replacement; and (5) replacing the pavement in the Marina's parking lots. The project also includes the construction of an approximately 565-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.

F-1-1

**Magnuson-Stevens Fishery Conservation and Management Act Comments**

Statutory and Regulatory Information

The MSA, as amended in the Magnuson-Stevens Reauthorization Act of 2006, establishes a national program to manage and conserve the fisheries of the United States through the development of federal Fishery Management Plans (FMPs), and federal regulation of domestic fisheries under those FMPs, within the 200-mile U.S. Exclusive Economic Zone ("EEZ"). 16 U.S.C. §1801 *et seq.* To ensure habitat considerations

F-1-2



receive increased attention for the conservation and management of fishery resources, the amended MSA required each existing, and any new, FMP to “describe and identify essential fish habitat for the fishery based on the guidelines established by the Secretary under section 1855(b)(1)(A) of this title, minimize to the extent practicable adverse effects on such habitat caused by fishing, and identify other actions to encourage the conservation and enhancement of such habitat.” 16 U.S.C. §1853(a)(7). Essential fish habitat (EFH) is defined in the MSA as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity” 16 U.S.C. §1802(10). The components of this definition are interpreted at 50 C.F.R. §600.10 as follows: “Waters” include aquatic areas and their associated physical, chemical, and biological properties that are used by fish and may include aquatic areas historically used by fish where appropriate; “substrate” includes sediment, hard bottom, structures underlying the waters, and associated biological communities; “necessary” means the habitat required to support a sustainable fishery and the managed species’ contribution to a healthy ecosystem; and “spawning, breeding, feeding, or growth to maturity” covers a species’ full life cycle.

Pursuant to the MSA, each federal agency is mandated to consult with NMFS (as delegated by the Secretary of Commerce) with respect to any action authorized, funded, or undertaken, or proposed to be, by such agency that may adversely affect any EFH under this Act. 16 U.S.C. §1855(b)(2). The MSA further mandates that where NMFS receives information from a Fishery Management Council or federal or state agency or determines from other sources that an action authorized, funded, or undertaken, or proposed to be, by any federal or state agency would adversely effect any EFH identified under this Act, NMFS has an obligation to recommend to such agency measures that can be taken by such agency to conserve EFH. 16 U.S.C. §1855(4)(A). The term “adverse effect” is interpreted at 50 C.F.R. §600.810(a) as any impact that reduces quality and/or quantity of EFH and may include direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to, benthic organisms, prey species and their habitat, and other ecosystem components, if such modifications reduce quantity and/or quality of EFH. In addition, adverse effects to EFH may result from actions occurring within EFH or outside EFH and may include site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions.

In anticipation of an EFH consultation with the U.S. Army Corps of Engineers (Corps), NMFS is providing the following comments to the City. Ultimately, NMFS will likely determine that the proposed action would adversely affect EFH and will subsequently provide EFH conservation recommendations to the Corps. The comments we are now providing are intended to identify some of the anticipated effects to EFH and specific issues that require additional analysis for the upcoming EFH consultation with the Corps.

Action Area

The proposed Project occurs in EFH for various federally managed fish species within the Pacific Groundfish and Coastal Pelagics FMPs. In addition, the project occurs within the vicinity of estuarine and eelgrass habitats, which are considered habitat areas of particular concern (HAPC) for various federally managed fish species within the Pacific



Groundfish FMP. HAPC are described in the regulations as subsets of EFH which are rare, particularly susceptible to human-induced degradation, especially ecologically important, or located in an environmentally stressed area. Designated HAPC are not afforded any additional regulatory protection under MSA; however, federal projects with potential adverse impacts to HAPC will be more carefully scrutinized during the consultation process.



F-1-3

Coastal Resources Management, Inc. mapped the distribution of eelgrass habitat within the vicinity of the Project in 2007. A total of 0.57 acres of eelgrass was located in the general vicinity of the project.

Effects to EFH

The proposed Project involves dredging Basins 2 to 7 to a target depth of -10 feet Mean Lower Low Water (MLLW); and Basin 1 to target depths of -12 to -15 feet MLLW. The estimated total volume of dredged material to be removed from the seven basins is approximately 287,120 cubic yards. Dredge materials from Marina Basins 2 through 7 and a portion of Basin 1 will be barged to the United States Environmental Protection Agency (EPA) designated offshore disposal site, known as LA-2, with material discharged via a dump barge. However, due to high levels of mercury discovered during preliminary sampling in Basin 1, approximately 25,504 cubic yards will need to be trucked off site and disposed of at an approved landfill, confined aquatic disposal site, or an upland confined disposal facility.

The environmental effects of dredging on EFH can include: (1) direct removal/burial of organisms; (2) turbidity/siltation effects, including light attenuation from turbidity; (3) contaminant release and uptake, including nutrients, metals, and organics; (4) release of oxygen consuming substances; (5) entrainment; (6) noise disturbances; and (7) alteration to hydrodynamic regimes and physical habitat. Of particular concern to NMFS is the direct impact to vegetated eelgrass habitat and potential eelgrass habitat. Based upon the 2007 eelgrass survey, approximately 1,373 square feet of vegetated eelgrass habitat would be impacted.



F-1-4

The City cites a NMFS letter in which we stated that the potential eelgrass habitat clause has been implemented only where “clear and convincing evidence is available that a given area is potential eelgrass habitat (e.g. previous eelgrass surveys documenting presence)”. We cited previous eelgrass surveys documenting presence as an example of convincing evidence that a particular area is potential eelgrass habitat, but we also believe other factors could be used to determine potential eelgrass habitat. According to the analysis provided in the DEIR, approximately 1.47 acres of “depth-suitable” habitat will be impacted by dredging. However, the DEIR ultimately determined that this area is not potential eelgrass habitat because two recent surveys have not shown eelgrass presence. In contrast, based upon the information provided in the DEIR, the depth-suitable habitat also appears to have similar sediment, salinity, and circulation characteristics and is in close proximity to vegetated eelgrass habitat. Thus, NMFS believes that not all of the 1.47 acres of depth-suitable habitat should be dismissed as non-potential eelgrass habitat.

In anticipation of the EFH consultation with the Corps on the proposed project, NMFS recommends that the City coordinate with NMFS to characterize potential eelgrass habitat within the Project vicinity.



F-1-4

Based upon the preliminary analysis, the DEIR concludes that the dredging activities would require compensatory mitigation for potential impacts to eelgrass. The City has identified a site adjacent to the northeast shore of Marina Stadium to convert to an eelgrass habitat mitigation site. NMFS agrees that this site may be a feasible site for eelgrass mitigation. However, NMFS believes mitigation opportunities should continue to be explored along the Alamitos Bay Peninsula. Therefore, NMFS recommends that the City coordinate with NMFS and other interested resource agencies on additional mitigation opportunities. Moreover, given the multiple, but relatively small, impacts to eelgrass habitat from various coastal development projects in Alamitos Bay, NMFS recommends the City maximize the size of their mitigation area(s) to support the development of a mitigation bank. As you may know, the 2008 final federal rule on compensatory mitigation for losses of aquatic resources states that mitigation banks and/or in-lieu fee mitigation is often the environmentally preferable mitigation approach.

F-1-5

In addition to potential impacts to eelgrass habitat, NMFS is concerned by the potential adverse impacts associated with the dredging and disposal of contaminated sediments. As stated above, some of the dredged material has elevated mercury levels. The DEIR contains mitigation measures that require appropriate dredging permits be obtained and that appropriate best management practices (BMPs) be implemented. NMFS recommends that the City coordinate with the Southern California Dredged Material Management Team and the Contaminated Sediments Task Force to best determine the appropriate conditions and BMPs to utilize for the proposed project.

F-1-6

Another potential project concern is the spread of the invasive alga *Caulerpa taxifolia* from project activities. As you may be aware, this alga had been introduced to our coastline. Evidence of harm that can ensue as a result of an uncontrolled spread of the alga has already been seen in the Mediterranean Sea where it has destroyed local ecosystems, impacted commercial fishing areas, and affected coastal navigation and recreational opportunities. Although it is not known to be present within Alamitos Bay, it had been detected in two other locations in Southern California. If the invasive alga is present within the project area, the dredging activities would adversely affect EFH by promoting its spread and increasing its negative ecosystem impacts. NMFS supports the DEIR's inclusion of mitigation measure 4.3-7, which requires a pre-construction *Caulerpa* survey in accordance with the *Caulerpa* Control Protocol.

F-1-7

There are currently 1,967 existing boat slips in Marina Basins 1 through 7 that total approximately 476,839 square feet of overwater coverage. The shadow cast by an overwater structure affects both the plant and animal communities below the structure. Light is the single most important factor affecting aquatic plants. Light levels underneath overwater structures have been found to fall below threshold amount for the photosynthesis of diatoms, benthic algae, eelgrass, and associated epiphytes and other autotrophs. These photosynthesizers are an essential part of nearshore habitat and the

F-1-8



estuarine and nearshore food webs that support many species of marine and estuarine fishes.

In addition, fishes rely on visual cues for spatial orientation, prey capture, schooling, predator avoidance, and migration. The reduced-light conditions found under an overwater structure limit the ability of fishes, especially juveniles and larvae, to perform these essential activities. Shading from overwater structures may also reduce prey organism abundance and the complexity of the habitat by reducing aquatic vegetation and phytoplankton abundance. The proposed Project includes installation of 1,646 slips that total approximately 474,239 square feet of overwater coverage. Therefore, the proposed project would result in the loss of approximately 321 slips and a decrease of approximately 2,600 square feet of overwater coverage. This reduction in overwater coverage may increase the quality of EFH in the Project vicinity.

F-1-8

The proposed Project also involves the removal of approximately 808 existing piles and installation of 620 new piles to support the new dock system. It is not clear to NMFS what type of pilings will be removed. NMFS has concerns regarding the removal of creosote-treated wood pilings. Although the removal of creosote-treated pilings may ultimately be beneficial to EFH, there is a potential for adverse impacts associated with their removal. Polycyclic aromatic hydrocarbons (PAH) are the dominant class of compounds found in creosote. PAHs are released from wood treated with creosote and are known to cause cancer, reproductive anomalies, and immune dysfunction; to impair growth and development; and to cause other impairments in fish exposed to sufficiently high concentrations over periods of time. If creosote-treated pilings are removed, adverse effects to EFH may occur via the suspension of sediments, which may result in harmful levels of turbidity and release of contaminants contained in those sediments. Given the potential for adverse impacts to EFH, NMFS recommends that the City clarify the type of pilings that are proposed for removal. If creosote-treated piles are to be removed, NMFS recommends the City include measures to minimize the suspension of sediments and disturbance of the substrate when removing piles.

F-1-9

**Marine Mammal Protection Act and Endangered Species Act Comments**

The proposed action may result in effects to the following non ESA-listed marine mammal species: Pacific harbor seal (*Phoca vitulina richardii*), California sea lion (*Zalophus californianus*), bottlenose dolphin (*Tursiops truncatus*), and gray whale (*Eschrichtius robustus*). The ESA-listed species that may be affected are green sea turtles (*Chelonia mydas*)

Sounds introduced into the sea by man-made devices could have a deleterious effect on marine mammals by causing stress or injury, interfering with communication and predator/prey detection, and changing behavior. Acoustic exposure to loud sounds, may result in a temporary or permanent loss of hearing (termed a temporary or permanent threshold shift) depending upon the location of the marine mammal in relation to the source of the sound. NMFS is currently in the process of determining safety criteria (*i.e.*, guidelines) for marine species exposed to underwater sound. However, pending adoption

F-1-10

of these guidelines we have preliminarily determined, based on past projects, consultations with experts, and published studies, that 180 dB re  $1\mu\text{Pa}_{\text{RMS}}$  (190 dB re  $1\mu\text{Pa}_{\text{RMS}}$  for pinnipeds) is the impulse sound pressure level that can be received by marine mammals without injury. Marine mammals have shown behavioral changes when exposed to impulse sound pressure levels of 160 dB re  $1\mu\text{Pa}_{\text{RMS}}$  and when exposed to continuous sound levels of 120 re  $1\mu\text{Pa}_{\text{RMS}}$ . Currently, there are no similar data available on sound level effects and sea turtles, so NMFS is conservatively using the marine mammal guidelines as the standard for protecting sea turtles until more information becomes available.

The principal mechanism of potential effects to marine mammals from the proposed project is exposure to underwater sound generated by pile driving and dredging and vessel traffic. Although the DEIR states that the sound intensity produced, the area of noise reaching harassment noise levels, and the potential level of impact from pile-driving operations for the Alamitos Bay Marina project will be less than that of the Port of Los Angeles project, it is not clear from the document what the sound levels will be associated with project activities. NMFS recommends including sound pressure level measurements and the associated distances for those measurements. The DEIR also states that the initiation of pile driving could potentially result in a minor startle response from nearby marine mammals, and they would be expected to either move away from or avoid the immediate vicinity and that over time, marine mammals would acclimate to the noise. Please describe what is meant by "minor startle response." In addition, avoidance or acclimation is not considered a mitigation measure. The measured in-air sound exposure levels of a clamshell dredge are estimated to range between 75–88 A-weighted decibels (dBA) at 50 ft. Hauled out seals and sea lions have been observed flushing from dredging sites at a sound exposure level of less than 100 dBA, and it is possible that marine mammals may modify their behavior as a result of the noise produced by the dredging operations. The DEIR does not include mitigation or minimization measures to potential in-water impacts from dredging operations to marine mammals transiting through the project area.

Whales, seals, and sea lions are protected under the MMPA. Under the MMPA, with the exception for military readiness, it is illegal to "take" a marine mammal without prior authorization from NMFS. "Take" is defined as harassing, hunting, capturing, or killing, or attempting to harass, hunt, capture, or kill any marine mammal. "Harassment" is defined as any act of pursuit, torment, or annoyance which has the potential to injure a marine mammal in the wild, or has the potential to disturb a marine mammal in the wild by causing disruption of behavioral patterns, including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering. Although the DEIR states that marine mammals are not expected to occur within areas where noise reaches harassment levels and that therefore, an application for an Incidental Harassment Authorization will not be necessary, NMFS is not able to analyze the areas where the harassment noise levels for this project are with respect to where marine mammals occur, as that information was not provided in the DEIR. Thus, based on the information in the DEIR, NMFS is not able to recommend whether authorization under the MMPA is necessary, at this time.

F-1-10

F-1-11

Vessel traffic coming in and going out of Alamitos Bay (barges, tugs, work vessels) related to the proposed construction of the project and the dredging program would be transiting to and from offshore waters where California sea lion, Pacific harbor seal, California gray whale, bottlenose dolphin, and other marine mammals occur. Work vessels transiting to and from Alamitos Bay Marina could collide with marine mammals or sea turtles. The DEIR states that since marine mammals are mobile and are generally capable of avoiding boat traffic (especially at the slow speeds the proposed project vessels will be operating) and the vessel operators are also trained to recognize the presence of marine mammals and avoid collisions, the potential for adverse impacts due to vessel traffic would be reduced. Please describe how the vessel operators are trained to recognize the presence of marine mammals and avoid collisions and also if there will be a dedicated monitor onboard the vessels. If it is possible, please characterize the level of increased vessel traffic that may be associated with the construction activities.

F-1-12

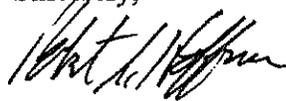
NMFS would like to acknowledge the decision to use a biological monitor during construction activities in order minimize the potential impacts of the project on protected species such as sea turtles. We recommend that this monitor also document marine mammal activity in the project area during construction activities.

F-1-13

Further, in the event of a watercraft collision with a marine mammal or sea turtle, officials must immediately contact the NMFS Stranding Coordinator, Mr. Joseph Cordaro at (562) 980-4017.

Thank you for consideration of our comments. Please contact Monica DeAngelis at 562-980-3232 or [Monica.DeAngelis@noaa.gov](mailto:Monica.DeAngelis@noaa.gov) if you have any questions concerning our MMPA and ESA comments. If you have any questions regarding our EFH comments, please contact Bryant Chesney at 562-980-4037 or [Bryant.Chesney@noaa.gov](mailto:Bryant.Chesney@noaa.gov).

Sincerely,



Robert S. Hoffman  
 Assistant Regional Administrator  
 for Habitat Conservation Division

## **LATE LETTER FROM NATIONAL MARINE FISHERIES SERVICE (NMFS)**

### **LETTER CODE: F-1**

This letter was submitted after the close of the comment period. Pursuant to Public Resource Code Section 21092(d), the City is not required to respond to these late comments, but has chosen to do so.

#### **RESPONSE F-1-1**

The comment is introductory and states that the National Marine Fisheries Service (NMFS) has reviewed the DEIR for the Alamitos Bay Marina Rehabilitation Project. The proposed project description is repeated for clarification. The comment does not contain any substantive statements or questions about the DEIR or the analysis therein, and no further response is necessary.

#### **RESPONSE F-1-2**

The comment summarizes the statutory and regulatory basis of the Magnuson-Stevens Reauthorization Act of 2006, the Fishery Management Plans (FMPs) role to manage and conserve the fishery resources of the U.S., and the requirement that federal agencies consult with NMFS for actions that may adversely affect Essential Fish Habitats (EFH). The comment concludes by stating that EFH conservation recommendations will most likely be made to the U.S. Army Corps of Engineers (Corps) during future consultation on the project. The comment does not contain any substantive statements or questions about the DEIR or the analysis therein, and no further response is necessary.

#### **RESPONSE F-1-3**

The comment confirms that the proposed project is located within a general area designated as EFH by the Pacific Groundfish and the Coastal Pelagics FMPs, and that Coastal Resources Management (CRM) mapped 0.57 acres of eelgrass within the project vicinity in 2007. It should be noted that the 0.57 acres of eelgrass referred to in this comment includes areas in the project vicinity that will not be directly impacted by project activities. The total amount of eelgrass vegetation to be removed due to project dredging activities is 0.03 acre. The comment does not contain any substantive statements or questions about the DEIR or the analysis therein, and no further response is necessary.

#### **RESPONSE F-1-4**

The comment restates the proposed project's dredging activities, and states the effects that dredging can have on EFH. The comment expresses concern regarding the direct impacts to vegetated eelgrass habitat and potential eelgrass habitat. The NFMS comments that the 1.47 acres of depth-suitable habitat identified in the DEIR should not be dismissed as non-

potential eelgrass habitat and recommends that, in anticipation of the consultation with the Corps on the proposed project, the City coordinate with NMFS to characterize potential eelgrass habitat within the project vicinity.

The City intends to consult with the Corps and coordinate with NMFS as required during the permit process. The issue of potential habitat, as suggested in the comment, can be further discussed during the consultation process with the agencies. The conclusions contained in the DEIR regarding potential eelgrass habitat are summarized below.

Historically, there was no eelgrass present within the Marina basins, due to the original navigable depths required for the operation of the Marina. However, shoaling (the buildup of sediments) over the past 50 years since the original construction of the Marina has created water levels in the basins that are depth-suitable for eelgrass. This condition is due to the fact that no Basin-wide dredging has occurred in the Marina.

In order to determine whether any potential eelgrass habitat exists within the project boundaries, the amount of soft-bottom habitat was calculated for areas meeting the following conditions in the Alamitos Bay Marina: within the project's dredging footprint; with water depths less than -8 ft MLLW (depth-suitable); where no shading occurs; and fairways where eelgrass already exists but is currently unvegetated (Basins 2, 4, and 6). These factors were considered as the starting point to assess potential eelgrass habitat. These factors were recommended by the expert consulting team who provided technical advice during the preparation of the DEIR, including Rick Ware, a Marine Biologist with Coastal Resource Management, Inc., and Josh Burnham and Jennifer Pettis-Schallert from Anchor QEA, L.P. The area mapped under these parameters was calculated to be 1.47 ac. However, the expert opinion of the technical consultants is that the 1.47 ac. does not constitute potential eelgrass habitat for other reasons. Their conclusion is based on two marine surveys conducted for the project in 2007 and 2008. As the DEIR concluded, although each previously mapped area was still vegetated with eelgrass, there was no observable increase in areal cover, nor were there other areas in the Marina Basins where eelgrass had colonized. Therefore, because eelgrass has not increased in cover or colonized in any other areas, and because eelgrass would not historically have been expected to occur in the Marina due to the depths required to maintain navigation, no potential eelgrass habitat is considered to be present within the areas impacted by proposed dredging. In the judgment of the City staff, the opinions of the technical consultants provide sufficient expertise for the City staff to rely upon their analysis that impacts to potential eelgrass habitat due to dredging activities are less than significant.

#### **RESPONSE F-1-5**

This comment states that NMFS agrees that the identified mitigation site adjacent to Marine Stadium may be a feasible site, but believes that opportunities along the Alamitos Peninsula should continue to be explored. NMFS believes this would maximize the potential size of the mitigation area to support development of an eelgrass mitigation bank, a preferable mitigation approach under compensatory mitigation rules. The City will continue to

coordinate with NMFS and the ACOE on feasible mitigation sites, including other areas along the Alamitos Bay Peninsula. The City appreciates the fact that NMFS finds that the proposed mitigation site may be feasible.

#### **RESPONSE F-1-6**

The comment expresses concern regarding the disposal of contaminated sediments. NMFS recommends that the City coordinate with the Southern California Dredged Material Management Team and the Contaminated Sediments Task Force.

As detailed in Mitigation 4.6-3, a Soil Management Plan shall be prepared for the project and will be reviewed by the Office of Environmental Health Hazard Assessment (OEHHA). OEHHA shall list any additional requirements, and shall oversee the implementation of the Workplan for compliance with local, State, and federal regulations. The purpose of this mitigation is to ensure that any additional sampling of contaminant material, or removal of such, shall be subject to the applicable regulations. The mitigation measure has been expanded to include coordination with the Southern California Dredged Material Management Team and the Los Angeles Region Contaminated Sediments Task Force.

#### **RESPONSE F-1-7**

The comment states that NMFS supports the inclusion of Mitigation Measure 4.3-7, which requires that a pre-construction *Caulerpa taxifolia* algae survey be conducted according to the NMFS Caulerpa Control Protocol. The comment is in support of DEIR Mitigation Measure 4.3-7, and no further response is necessary.

#### **RESPONSE F-1-8**

The comment confirms that the proposed project will result in a reduction of approximately 2,600 square feet (sf) of overwater coverage, and that this reduction may increase the quality of EFH in the project vicinity. The comment is consistent with the analysis contained in the DEIR that concluded "the reduction in dock surface area by 2,600 sf will have a beneficial impact on open water areas within the Marina basins by reducing the amount of shading and allowing a greater amount of light to reach and penetrate the water's surface". The comment does not contain any questions about the DEIR or the analysis therein, and no further response is necessary.

It should be noted that the identified 3,150 sf of permanent long dock surface water coverage was included in the overall project calculated totals which result in a post-project reduction of approximately 2,600 sf of dock surface area<sup>1</sup>.

---

<sup>1</sup> Telephone conversation with Loni Adams on December 3, 2009 to clarify that the reduction of approximately 2,600 sf of dock over water coverage included the permanent portion of the long dock.

### **RESPONSE F-1-9**

The comment questions whether the proposed project includes removal of any creosote-treated pilings due to the potential for adverse effects from such materials on EFH. The proposed project does not include the removal or disturbance of any creosote-treated pilings. Therefore, no further response is necessary.

### **RESPONSE F-1-10**

The comment expresses concern regarding the effects of noise from construction activities on marine mammals. The comment requests further description of what is meant by the term “minor startled response” of marine mammals to noise. The comment states that the DEIR does not include additional mitigation or minimization measures for in-water dredging impacts to mammals transiting through the project area.

A minor startled response by a marine mammal (most likely a sea lion) would include swimming away from the source of dredging, from either the physical presence of the dredge equipment or sound/vibration detected by the animal that was produced from dredge equipment. No deleterious impacts would result from a minor startled response. Mitigation Measure 4.3-2 has been expanded to include measures to mitigate in-water dredging impacts to marine mammals transiting through the project area.

### **RESPONSE F-1-11**

The comment states that, based on the information provided in the DEIR, NMFS is not able to determine at this time whether an Incidental Harassment Authorization under the Marine Mammal Protection Act will be required.

The DEIR concluded that marine mammals would likely leave the area of disturbance during piling and construction activities. Because sound generated from pile driving activities as a result of this project are low-level disturbances, marine mammals would not be injured or harassed. Most sound energy as a result of concrete and steel impact hammer pile driving is concentrated at the in the low sensitivity range of hearing frequencies for most marine mammal species, with most energy concentrated below 1 kHz (JASCO 2006). Source levels will also be relatively low for this project because small concrete piles - instead of steel piles - will be used for project activities. In addition, pile jetting will be used wherever practicable.

Although source levels associated with pile driving in Alamitos Bay have not been measured, sound propagation of even very intense sounds is generally restricted to short distances in shallow bays and estuaries, such as Alamitos Bay. This is due to sound scattering associated with environmental features present in bays such as shallow water, high turbidity, and soft substrate. Therefore, sounds from impact hammer pile driving are likely to attenuate to background noise levels at short distances from the project location.

As a comparison, the pile-driving noise levels estimated for the LA Marine Terminal Project determined that marine mammals could experience noise approaching harassment levels (160 dB re 1 $\mu$ P<sub>RMS</sub>) at around 330 ft from the pile driving. However, that study accounted for the use of 48- to 54-inch steel piles and the power of the large hammer that would be required to drive them. The proposed Alamitos Bay Marina project requires significantly smaller 15-inch concrete production piles (and not steel piles) and therefore the sound intensity produced, the area of noise reaching harassment noise levels, and the potential level of impact from pile-driving operations for the Alamitos Bay Marina project will be less than that of the Port of Los Angeles project. The DEIR concluded that harassment noise levels will be localized to the immediate area of construction activity; the harassment levels would not approach nearly the same distance (330 feet) as the LA Marine terminal project. The City intends to consult with the Corps and coordinate with NMFS as required during the permit process. As part of the Corps permitting process, a technical memo will be prepared to further detail the potential for acoustic impacts to marine mammals and sea turtles. In the judgment of the City staff, implementation of DEIR Mitigation Measures 4.3-1 and 4.3-2 would ensure that sound effects on marine mammals due to construction activities are less than significant.

#### **RESPONSE F-1-12**

The comment asks for further description of how vessel operators are trained to recognize the presence of marine mammals and avoid collisions. The comment further requests characterization of the increased vessel traffic associated with project construction activities.

Vessel operators will be instructed by a qualified marine biologist on the goals of the Marine Mammal Protection Act (1972) and the need to avoid a "take" of a marine mammal. "The term 'take' means to harass, hunt, capture, or kill, or attempt to harass, hunt, capture, or kill any marine mammal. Feeding is prohibited." "The term 'harassment' means any act of pursuit, torment, or annoyance which: injures or has the potential to injure a marine mammal or marine mammal stock in the wild; or disturbs or is likely to disturb a marine mammal or marine mammal stock in the wild by causing disruption of behavioral patterns, including, but not limited to, migration, surfacing, nursing, breeding, feeding or sheltering to a point where such behavior patterns are abandoned or significantly altered." (NOAA website, [www.noaa.gov](http://www.noaa.gov))

Vessel operators will be trained in the identification of common marine mammals in the study area using a power-point presentation and summary sheets that describe the species that have a potential to be within the Alamitos Bay and nearshore project area. An informational handbook and photos will be provided to vessel operators that can be easily used by vessel operators and the crews of the vessels. During initial vessel operations in Alamitos Bay and offshore areas, a qualified marine biologist shall accompany the vessel operator to advise and assist in the avoidance of marine mammals.

Vessels moving to and from the project site within Alamitos Bay, as well as within the Marina Basins, will be slow-moving in order to comply with speed limits within Alamitos

Bay (5 mph) and also due to the restricted amount of space for construction vessels within the basin fairways. As vessels approach and leave Alamitos Bay, vessel operators will maintain a slow speed which will assist in preventing collisions with marine mammals. Documentation from the Pacific LA Marine LLC Crude Oil Terminal Project EIR within the Port of Los Angeles (Modifications to the Draft SEIS/SEIR – 3.3 Biological Resources Pacific L.A. Marine Terminal LLC Crude Oil Terminal Final SEIS/SEIR November 2008) indicate that while vessel speed may not be the only factor in ship/whale collisions, data indicate that collisions are more likely to occur when ships are traveling at speeds of 14 knots or greater. This strongly suggests that ships going slower than 14 knots are less likely to collide with large whales. As a result, NOAA Fisheries recommends that speed restrictions in the range of 10-13 knots be used, where appropriate, feasible, and effective, in areas where “reduced speed is likely to reduce the risk of ship strikes and facilitate whale avoidance”. (NOAA undated). The City will continue to coordinate with NMFS and the Corps during the permitting process regarding feasible measures to reduce the impacts on marine mammals, including vessel speed restrictions while transiting to and from the project site.

In the judgment of the City staff, implementation of DEIR Mitigation Measures 4.3-1 and 4.3-2 would ensure that effects on marine mammals due to construction activities are less than significant.

#### **RESPONSE F-1-13**

The comment acknowledges the use of a biological monitor during construction activities and recommends that the monitor document marine mammal activity in the project area during construction activities. The comment further advises that the NMFS Stranding Coordinator must be immediately contacted in the event of a watercraft collision with a marine mammal or sea turtle. The comment is in support of DEIR Mitigation Measures 4.3-1, 4.3-2 and 4.3-4, requiring the presence of a biological monitor during construction activities and no further response is necessary. Mitigation Measure 4.3-2 has been expanded to include the required notification of the NMFS Stranding Coordinator in the event of a watercraft collision with a marine mammal or sea turtle.



OPR Home > CEQAnet Home > CEQAnet Query > Search Results > Project Description

### Alamitos Bay Marina Rehabilitation Project

City	Cross Street	Document Type	Description	Date Received	
Long Beach	East 2nd Street and Pacific Coast Highway	<a href="#"><u>Draft EIR</u></a>	The proposed 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 Marina's parking lots. The project also includes creation of a habitat area to mitigate for potential impacts to eelgrass.	10/8/2009	S-1-1
Long Beach	East 2nd Street and East Pacific Coast Highway	<a href="#"><u>Notice of Preparation</u></a>	The proposed 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 Marina's parking lots. The project also includes creation of a habitat area to mitigate for potential impacts to eelgrass.	5/11/2009	S-1-2
Long Beach	East 2nd Street and East Pacific Coast Highway	<a href="#"><u>Mitigated Negative Declaration</u></a>	The proposed project is the renovation of the existing Alamitos Bay Marina facilities. The project would provide upgraded Americans with Disabilities Act (ADA) compliant facilities, upgraded restrooms, and would dredge the basins to ensure safe navigation. The proposed project consists of a number of improvements to the existing Marina and includes the following: (1) dredging the Marina basin seafloors down to original design depths; (2) replacing and/or upgrading 13 restrooms and their associated water and sewer lines; (3) repairing the sea wall where necessary to reestablish the rock revetment along the slope to the basin floor; (4) complete dock and piling replacement resulting in 1,647 slips; and (5) replacing the pavement in the parking lots. The existing marina contains 1,997 slips. The project will result in a loss of approximately 350 slips. Based on discussions with Coastal Commission staff and a survey of the existing Marina users, the City proposed slip mix reflects a marina that contains 23% of slips 25 feet and less (20s and 25s), 39% of slips 30 feet and less (20s, 25s, and 30s), 58% of slips 35 feet and less (20s, 25s, 30s, and 35s), and 82% of slips 40 feet and less.	4/4/2008	S-1-3

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## **STATE OF CALIFORNIA, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE**

### **LETTER CODE: S-1**

#### **RESPONSE S-1-1**

The informational page is from the State of California, Governor's Office of Planning and Research, State Clearinghouse's online CEQAnet Database. The database provides information regarding processing of environmental documents pursuant to the California Environmental Quality Act (CEQA). This notation indicates that the DEIR was received by State Clearinghouse on October 8, 2009.

The comment does not contain any substantive statements or questions about the DEIR or the analysis therein. Therefore, no further response is necessary.

#### **RESPONSE S-1-2**

This notation indicates that the Notice of Preparation for the DEIR was received by State Clearinghouse on May 11, 2009.

The comment does not contain any substantive statements or questions about the DEIR or the analysis therein. Therefore, no further response is necessary.

#### **RESPONSE S-1-3**

This notation indicates that a Mitigated Negative Declaration (MND)) was submitted to the State Clearinghouse on April 4, 2008. The MND was circulated for public review and comment from April 4, 2008 to May 5, 2008. During the IS/MND public review period, questions were raised by agencies regarding the proposed mitigation measures for project impacts to marine biological resources (specifically, to eelgrass). Therefore, due to an abundance of caution, and because there were unresolved issues related to agency comments, the City proceeded with preparation of an Environmental Impact Report (EIR).

The comment does not contain any substantive statements or questions about the DEIR or the analysis therein. Therefore, no further response is necessary.



"Loni Adams"  
<ladams@dfg.ca.gov>

To <Jill.Griffiths@longbeach.gov>

cc <Bryant.Chesney@noaa.gov>

12/01/2009 05:17 PM

bcc

Subject Alamitos Bay Rehab. Project DEIR, Preliminary Comments from DFG

Dear Ms. Griffiths:

The Department of Fish and Game (Department) has finished reviewing the Draft Environmental Impact Report (DEIR) that you submitted to us in October 2009 regarding the Alamitos Bay Rehabilitation Project.

The Department is a Trustee Agency under the California Environmental Quality Act (CEQA) (CEQA Guidelines §15386). The CEQA guidelines require that project related physical changes in the existing environment be analyzed and that when any such impacts are significant that these impacts be avoided, and/or mitigated to less than significant levels. The Department has the following comments, concerns and recommendations.

S-2-1

The Department does not agree with the DEIR conclusion given for potential eelgrass habitat and concurs with NOAA's comments in that the 1.47 acres of depth-suitable habitat should not be dismissed as not a potential eelgrass habitat, therefore, denying responsibility for any further mitigation. The Department recommends a more refined scientific investigation and analysis of the 1.47 acres as it relates to potential eelgrass habitat.

S-2-2

The proposed eelgrass mitigation area discussed in the DEIR appears to be a potentially viable location, although other locations could be explored that have larger area for potential mitigation banking opportunities as NOAA also points out in their comments. However, the Department is concerned about the type of monitoring and land use in the future that should be addressed in the final EIR. Specifically, how would the City ensure that the proposed mitigation area will always be reserved for open space marine habitat and how would it be maintained and monitored in the future to ensure productive and good quality habitat? A long term monitoring plan appears to be appropriate for the chosen mitigation area along with possible deeded land restrictions.

S-2-3

The Department reserves the right to modify or change the above determinations based on additional findings or other pertinent information concerning the above mentioned project. As always, Department personnel are available to discuss our concerns, comments, and recommendations in greater detail. To arrange for discussion, please contact Ms. Loni Adams, Environmental Scientist, at (858) 627-3985 or ladams@dfg.ca.gov.

S-2-4

Sincerely,

Loni Adams  
Environmental Scientist  
California Department of Fish and Game  
4949 Viewridge Ave.  
San Diego, CA 92123

## **LATE EMAIL FROM CALIFORNIA DEPARTMENT OF FISH AND GAME (CDFG) LETTER CODE: S-2**

This email was submitted after the close of the comment period. Pursuant to Public Resource Code Section 21092(d), the City is not required to respond to these late comments, but has chosen to do so.

### **RESPONSE S-2-1**

The comment is introductory and contains information regarding the California Department of Fish and Game's (CDFG) role as a Trustee Agency under CEQA, and states they have reviewed the DEIR for the Alamitos Bay Marina Rehabilitation Project. The comment does not contain any substantive statements or questions about the DEIR or the analysis therein, and no further response is necessary.

### **RESPONSE S-2-2**

The comment states that CDFG does not agree the DEIR conclusion regarding potential eelgrass habitat, and that they concur with NOAA's comments (as contained in Comment Letter F-1, included herein). The comment recommends a more refined analysis of the 1.47 acres of depth-suitable habitat. Please see Response F-1-4.

To summarize, the DEIR calculated the amount of soft-bottom habitat for areas meeting the following conditions in the Alamitos Bay Marina: within the project's dredging footprint; in water depths less than -8 ft MLLW; where no shading occurs; and fairways where eelgrass already exists but which are currently unvegetated (Basins 2, 4, and 6). These factors were considered as the starting point to assess potential eelgrass habitat. These factors were recommended by the expert consulting team who provided technical advice during the preparation of the DEIR, including Rick Ware, a Marine Biologist with Coastal Resource Management, Inc., and Josh Burnham and Jennifer Pettis-Schallert from Anchor Environmental. The area mapped under these parameters was calculated to be 1.47 ac. However, the expert opinion of the technical consultants is that the 1.47 ac. does not constitute potential eelgrass habitat for other reasons. Their conclusion is based on two marine surveys conducted for the project in 2007 and 2008. As the DEIR concluded, although each previously mapped area was still vegetated with eelgrass, there was no observable increase in areal cover, nor were there other areas in the Marina Basins where eelgrass had colonized. Therefore, because eelgrass has not increased in cover or colonized in any other areas, and because eelgrass would not historically have been expected to occur in the Marina due to the depths required to maintain navigation, no potential eelgrass habitat is considered to be present within the areas impacted by proposed dredging.

### **RESPONSE S-2-3**

The comment states that the proposed mitigation area as identified in the DEIR appears to be a viable location, but that other areas could have potentially larger mitigation banking opportunities. Further, CDFG questioned how the site's long term use as open space marine habitat could be maintained and monitored. Please see Response F-1-5.

As explained in Response F-1-5, the DEIR includes Mitigation Measure 4.3-2, requiring implementation of an Eelgrass Mitigation Plan to mitigate any direct losses to eelgrass at a ratio of 1.2:1 in compliance with the Southern California Eelgrass Mitigation Policy (SCEMP) requirement. Additionally, the Mitigation Measure requires that a qualified biologist shall monitor the successful establishment of the eelgrass mitigation site for a period of 5 years, in accordance with the SCEMP. Due to the construction and expense required to change in the use of the site from landside storage to open space water habitat, it is not anticipated that this area would be used for any other purpose in the future. In addition, the open space water habitat will complement the adjacent nature trail which extends along the northern terminus of Marine Stadium. The City is pleased that CDFG finds that the proposed mitigation site appears to be viable. The monitoring of the site, once implemented, is required in the mitigation. The CDFG finding that a long-term monitoring plan appears to be appropriate for the chosen mitigation area is appreciated. The City will coordinate with CDFG to ensure implementation of the mitigation area is properly completed and monitored.

### **RESPONSE S-2-4**

The comment is a concluding statement, reserving CDFG's right to modify their comments, and providing contact information for the appropriate CDFG personnel. The comment does not contain any substantive statements or questions about the DEIR or the analysis therein, and no further response is necessary.

**From:** Administrator [cacrewood2@fastmail.fm]

**Sent:** Sunday, October 11, 2009 9:01 AM

**To:** chief.ham@verizon.net; jim@intercat.com; john\_nunn@cox.net; j.vanblom@verizon.net; jdbogart@self-serv.net; acdupont4@gmail.com

**Cc:** Ken Pauley

**Subject:** Fwd: INTEGRITY AND TRUST ARE NOT EXACTLY THE WORDS THE DISTRICT ATTORNEY AND OTHERS MIGHT USE WHEN.....

LET US GET A FLYER PREPARED:HAND OUT AT THE HEAD OF THE CHARLES ALERTING ALL TO THESE GUYS.....

Begin forwarded message:

**From:** Administrator <cacrewood2@fastmail.fm>

**Date:** October 11, 2009 8:54:44 AM PDT

**To:** irvine@lsa-assoc.com

**Subject:** INTEGRITY AND TRUST ARE NOT EXACTLY THE WORDS THE DISTRICT ATTORNEY AND OTHERS MIGHT USE WHEN.....

READING THE JUNK SCIENCE REFERENCED IN LSA'S EIR RE ALAMITOS BAY MARINA REHABILITATION PROJECT  
WILL CLICK OVER A DRAFT COPY SENT TO THE GOOD JILL GRIFFITH,,,

WHAT LSA NEEDS TO HAVE COMPLETED BY 10:00 AM MODAY MORNING  
PICK UP ALL COPIES OF THE EIR WHICH WAS DELIVERED TO CITY OF LONG BEACH  
POSTED TODAY ON YOUR WEB THAT YOU ARE RECALLING THE ENTIRE DOCUMENT  
PENDING A PROFESSIONAL REVIEW AS WELL AS REGULATORY AGENCIES

RETURN ANY MONIES PAID TO YOU BY THE CITY PENDING THE REVIEW.

Laurence B. Goodhue  
(323)474 4446

P-1-1

**LAURENCE GOODHUE**

**LETTER CODE: P-1**

**RESPONSE P-1-1**

The comment requests that all copies of the DEIR be recalled. The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. Opinions regarding the DEIR consultant will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.



Administrator  
<cacrewood2@fastmail.fm  
>

To jill.griffiths@longbeach.gov  
cc  
bcc

10/11/2009 12:08 AM

Subject Fwd: EIR:DYI THERE ARE 45 DAY FROM OCT TO  
RESPOND; BELOW IS THE DRAFT OF WHAT WILL SENT  
BY ME TO JILL--WHO-KEEP IN MIND DID

JILL:In case I drop dead between now and when I will get you a  
perfected copy(spell checked)...here with is the draft---so that you  
understand the direction these  
comments are taking:

THE SUMMARY AND RECOMMENDATIONS SET FORTH IN  
VOLUME II  
appendix D  
PAGE 27  
PARAGRAPH ONE---LINE 6-7

P-2-1

ARE;  
FALSE  
UNTRUE  
AT WAR WITH MAPS DEPICTING THE COURSE

IN SUM;THE CONCLUSIONS RELATIVE TO THE LOCATION OF THE COURSE  
IS:---JUNK SCIENCE....

THE END OF THE COURSE IS NOT WAS NOT ON A LINE DOWN THE MIDDLE OF THE  
SECOND STREET BRIDGE

de facto page 26 FIGURE 5---IS THE MAP OF THE COURSE  
THAT MAP SHOWS THE START OF THE COURSE--AND THE REQUIRED 200  
FEET(course measurements are in meters--)

P-2-2

is well -well south of the 2nd Street Bridge....

Those that did the surveying work for the Historic Designation  
informed me that the start of the course---was on a line that  
extended down the middle of Angelo Walk!!!!

Begin forwarded message:

> From: Administrator <cacrewood2@fastmail.fm>  
> Date: October 10, 2009 10:44:05 PM PDT  
> To: chief.ham@verizon.net, jim@intercat.com, jdbogart@self-serv.net,  
> j.vanblom@verizon.net, john nunn@cox.net, acdupont4@gmail.com  
> Cc: krik.kokorian@presstelegram.com  
> Subject: EIR:DYI THERE ARE 45 DAY FROM OCT TO RESPOND; BELOW IS THE  
> DRAFT OF WHAT WILL SENT BY ME TO JILL---WHO-KEEP IN MIND DID  
>  
> NOT AUTHOR ANY OF THE "DATA:HER TALS IS TO COLLECT THE DATA AND  
> PUBLISH.....THEN PRESENT IT TO VARIOUS CITY COMMISSIONS AS IT WORKS  
> THROUGH THE PROCESS" MY MONDAY E MAIL WILL VEAL WITH  
>

P-2-3



> BUT ONE SUBJECT....WITH THE REST TO FOLLOW UPON DISECETTING THE  
 > ENTIRE OPUS....WILL BE ADDRESSED; HERE WITH IS THE ESSENCE OF THE  
 > DRAFT:  
 >  
 > JILL:  
 >  
 > Let me take a moment an thank you for your continuing hard and  
 > professional work in gathering together the data contained in the EIR.  
 > There is full  
 > recognition that your are not responsible for the data submitted by  
 > others---including the JUNK SCIENCE that is intermixed with some  
 > credible  
 > data--and CERTAINLY HELPFUL AND INSTRUCTIVE PHOTOS AND DRAWINGS,  
 > which obviously those responsible for the JUNK SCIENCE  
 > never bothered to read or comprehend.  
 >  
 > Indeed so sloppy are some of the conclusions, it will be my request  
 > that the City seek a refund for such junk science;  
 >  
 > TO WIT:  
 >  
 > 1. Volume II(TWO) TECHNICAL APPENDICES;  
 > From PROJECT DESCRIPTION  
 > Aerial Photos 1928-2008: WAS APPARENTLY NOT-not READ OR  
 > STUDIED...by.....  
 > those responsible for production of PAGE 4.4.1  
 > immediately-following page(of text)4.4.7 IOF VOLUME I(ONE)  
 >  
 > The latter depicts IN RED what it would like the public to are the  
 > BOUNDARIES OF THE CURRENT MARINE STADIUM/  
 > You will not the southern end of the red boundary is at the Davies  
 > Bridge  
 >  
 > It will be left up to the DISTRICT ATTORNEY TO DETERMINE HOW  
 > EXTENSIVE THIS ATTEMPTED FRAUD IS....but for now  
 > Turn back to Volume II-de facto page 26 A APPENDIX D-as in  
 > DAVID....Note Figure 5----SHOWIG THE 1932 COURSE....  
 > Your attention is called to the street marked the TOLEDO---not a far  
 > waddle from the Mayor's home!!!!  
 >  
 > Though it is obvious there is no depiction of a bridge---BECAUSE  
 > there was none then-but one can clearly see:  
 > 1. The intersecting cross channel; the end of the stadium at that  
 > time. the start line; with the contractually required  
 > 200 feet south of the start.  
 >  
 > 2. The Scale reflecting distances, markings denoting  
 > 500,1000,1500,finish.  
 >  
 > EVEN HOMER SIMSON could conclude where the bridge currently is....  
 > THUS THE HISTORIC COURSE GOES WELL BEYOND THE BRIDGE TO POINT ON A  
 > LINE THAT WOULD  
 > EXTEND FROM THE MIDDLE OF DE ANGELO WALK-ACROSS THE CHANNEL----to a  
 > point that is near  
 > the R or D in the Boat Yard sign--at the---of all places A BOAT YARD.  
 >  
 > The waters flowing south of the Davies Bridge--to the above line are  
 > protected by Ctty and Land Marks Preservation  
 > statues as noted in the ERI==and will be commented on in a separate  
 > e-mailing comment by month end.  
 >

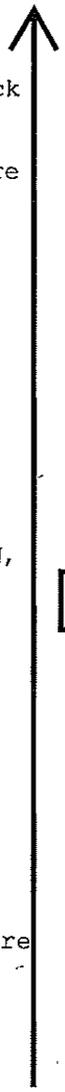
P-2-3

P-2-4



- > However, let me address the protected waters flow from the above
- > Angelo Walk line to---the brass marker in the
- > concrete---a few feet south of the top of the current LBYC long dock
- > ramp.
- >
- > In continuous use since from the time the lands behind the Toledo were
- > dredged connecting the Marine Stadium with
- > Alamitos Bay: those course and waters have been and or are used 365
- > days a year for small recreational boating as
- > well as for:
- >
- >
- > 1. 1968, 1976 United States Olympic Rowing Trials.
- > 2. College as well as Junior and Senior High School Rowing Crews
- >
- > IT HAS BEEN A BONIFIED SMALL BOATING FACILITY IN CONTINUOUS SINCE IT
- > WAS CREATED and therefore
- > may not be. reduced or eliminated as a matter of STATE COASTAL LAW
- >
- > What the above brings into sharp focus is t the BAD FAITH, DECEPTION,
- > DISHONESTY EMBRACED BY THE
- > SENIOR CITY MANAGEMENT;
- > Robert Foster Mayor
- > Pat West City Manager
- > Phil Hester Director of Parks Recreation and Marine
- > Councilman Gary De Long
- >
- > All of the above were fully aware of the above, were presented the
- > public records which confirmed the
- > locations and dimensions of the waters at issue.
- >
- > Note this data will also be placed before the Chair and Ranking
- > members of the House and Senate Committes
- > that have purview over the COE and USCG--given the waters at issue are
- > part of the Inland Waters Ways of
- > the United States.
- >
- > LBG
- >
- >
- >

P-2-4



## **LAURENCE B. GOODHUE**

### **LETTER CODE: P-2**

#### **RESPONSE P-2-1**

The comment states that conclusion in DEIR Appendix D (page 27, paragraph 1) relative to the location of the course is false and untrue.

The statement from the referenced text states “As it is defined in the City’s Municipal Code (16.08.150 Marine Stadium East; 16.08.160 Marine Stadium West), Marine Stadium proper extends northwest from the centerline of the Second Street Bridge, and therefore will not be affected by the project’s proposed Marina improvements.” This statement refers to the Marine Stadium boundaries per the City’s designation of it as a local historic resource, and is not a definition of the original rowing course.

Impacts to Marine Stadium (CHL No. 1014) were discussed and the resource was evaluated per CEQA guidelines. As the cultural resources assessment (Appendix D) states, modifications to the stadium by the City since 1955 resulted not only in the construction of the Second Street Bridge, but also in the filled area that exists between the Colorado Lagoon and Marine Stadium. The course still retains 2000 meters of straight water, the standard sprint distance for national and international rowing. However, the boundaries of Marine Stadium have been modified from its original configuration during the 1932 Olympics. n further support of these facts as presented in the DEIR, Marine Stadium was eliminated from consideration for the 1984 Olympics due to the construction of the Second Street Bridge.

The boundaries of Marine Stadium as they are reported in the assessment were not determined based on convenience, but by using the City Municipal Code definition (16.08.150 Marine Stadium East; 16.08.160 Marine Stadium West), which states that the stadium ends at the Second Street Bridge. Because this is the official definition of the limits of Marine Stadium, using other definitions would be arbitrary. It is also important to note that City engineers attempted to plot the boundaries of Marine Stadium using the “description of metes and bounds” obtained from the application for historic landmark status. The results show the description to be erroneous. It does not delineate Marine Stadium but another area to the south.

No attempt has been made to “change the historic landmark’s boundaries”. Rather, every attempt was made to determine the boundaries beyond any doubt. Because there are no mapped boundaries contained in the application, there is no recourse but to use the boundaries the City has designated in their Municipal Code. This was confirmed in a conversation with the Office of Historic Preservation, where it was stated that the City designation would be the most applicable for planning purposes. In the judgment of the City staff, the DEIR provides sufficient analysis to conclude that impacts to historic resources are less than significant.

It should be noted that waters extending from Marine Stadium and beyond the Second Street Bridge still provide 2,000 meters (m) of straight water, which is the standard sprint distance for national and international rowing. The original rowing course as constructed for the 1932 Olympics contained four lanes (see Draft EIR Figure 4.4.2). With project implementation, four lanes would still be available for use in rowing competitions and practices.

**RESPONSE P-2-2**

The comment states that the end of the course is not on a line down the middle of the Second Street Bridge. See Response P-2-1, which clarifies that the DEIR discussion regarding the boundary at the Second Street Bridge refers to the boundary of Marine Stadium a locally Designated Historic Resource, and is not implied to represent either the start or finish lines of the original rowing course.

**RESPONSE P-2-3**

The comment is introductory and restates the commenter's opinion that the DEIR contains junk science. The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. Opinions regarding the DEIR consultant will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

**RESPONSE P-2-4**

The comment erroneously accuses the authors of the DEIR of fraudulently representing the boundaries of Marine Stadium. The comment further accuses City staff and representatives of deception and dishonesty regarding the dimensions of the body of water. See Response P-2-1, which clarifies that the DEIR discussion regarding the boundary at the Second Street Bridge refers to the boundary of Marine Stadium, a locally Designated Historic Resource, and was not intended to represent either the start or finish lines of the original rowing course. The commenter's additional opinions regarding the City staff and representatives will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

Re Fwd Fwd FATALLY FLAWED JUST RELEASED EIR FOR ALAMITOS BAY MARINE REBUILD PLAN.txt  
 From: commonsense-sayssavthefence@fastmail.fm [cacrewood8@fastmail.fm]  
 Sent: Monday, October 12, 2009 8:19 AM  
 To: pat.west@longbeach.gov; mayor@longbeach.gov;  
 pat.conway@longbeach.gov; phil.hester@longbeach.gov;  
 mark.sandoval@longbeach.gov; district3@longbeach.gov;  
 jandra.longbeach.gov  
 Cc: larry.allison@presstelegram.com; doug.krikorian@presstelegram.com;  
 letters@districtweekly.com; editor@longbeachcomber.com; Ken Pauley  
 Subject: Re: Fwd: Fwd: FATALLY FLAWED JUST RELEASED EIR FOR ALAMITOS BAY  
 MARINE REBUILD PLAN

On Mon, 12 Oct 2009 08:03 -0700,  
 "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
 wrote:

>  
 >  
 >  
 > ----- Original message -----  
 > From: "Administrator" <cacrewood2@fastmail.fm>  
 > To: "Administrator" <cacrewood8@fastmail.fm>  
 > Date: Mon, 12 Oct 2009 07:51:26 -0700  
 > Subject: Fwd: FATALLY FLAWED JUST RELEASED EIR FOR ALAMITOS BAY MARINE  
 > REBUILD PLAN;

P-3-1

> Begin forwarded message:

> > From: Administrator <cacrewood2@fastmail.fm>  
 > > Date: October 12, 2009 7:50:20 AM PDT  
 > > To: Administrator <cacrewood2@fastmail.fm>, Administrator  
 > > <cacrewood8@fastmail.fm>  
 > > Cc:  
 > > pat.west@longbeach.gov; mayor@longbeach.gov; district3@longbeach.gov;  
 > > phil.hester@longbeach.gov; mark.sandoval.gov.pat.conway@longbeach.gov  
 > > , larry.allison@presstelegram.com, editor@longbeachcomber.com,  
 > > info@hollywoodos.com, dave@thedistrictweekly.com  
 > > Subject: Re: FATALLY FLAWED JUST RELEASED EIR FOR ALAMITOS BAY  
 > > MARINE REBUILD PLAN;

> > On Oct 12, 2009, at 7:47 AM, Administrator wrote:

> >> There is full appreciation of the fact. the 3.5 inch OPUS might  
 > >> have been released without catching errors--so seminal that it  
 > >> renders the entire product void of value---BUT BUT, HAVING BEEN SO  
 > >> RELEASED, THE LIGHTS OF THE NATIONAL STAGE ARE NOW FOCUSED DIRECTLY  
 > >> , ON THE, OH SO DISCONNECTED AND OH SO TROUBLED MANAGEMENT, TO SEE HO  
 > >> MANY HOURS IT TAKE THEM TO:

- > >> 1. Re call all copies.
- > >> 2. Remove it from the web
- > >> 3. Fire the consultant
- > >> 4. Request a refund.

> >> BELOW YOU WILL FIND A DRAFT MEMO SENT TO THE GOOD GILL GRIFFITH

> >> When reviewing this later this morning with the staff;s of the  
 > >> Secretary of the Army and the Commandant of the United States Coast  
 > >> Guard--some of who are well schooled on the location (some even



Re Fwd Fwd FATALLY FLAWED JUST RELEASED EIR FOR ALAMITOS BAY MARINE REBUILD PLAN.txt

> >> rowed here;)--and know very well that the Davies Bridge is  
> >> well-well south of the STARTING POINT of the protected course at  
> >> issue...AND HAVE BEEN MADE AWARE OF THE FACT THAT IT IS JUST A  
> >> SHORT WADDLE FROM THE MAYOR'S HOME TO SAID POINT---ON A POINT  
> >> BETWEEN THE DAVIES BRIDGE AND THE LBYC-WHICH THE MAYOR FREQUENTS  
> >> REGULARLY VISITS.

> >> They also will take note of the well established surge damage that  
> >> has plagued the downtown Marina---and will see the folly of  
> >> replicating such in Alamitios Bay which would surely follow were  
> >> the proposed Long Dock be installed. Unlike Long Beach the  
> >> referenced staffs are well schooled in matters marine-and marine  
> >> safety--even their bean counters!!!

> >>  
> >>  
> >>  
> >>

> >> Begin forwarded message:

> >>> From: Administrator <cacrewood2@fastmail.fm>  
> >>> Date: October 11, 2009 12:11:38 AM PDT  
> >>> To: jill.griffiths@longbeach.gov  
> >>> Subject: correction.....: EIR:DYI THERE ARE 45 DAY FROM OCT TO  
> >>> RESPOND; BELOW IS THE DRAFT OF WHAT WILL SENT BY ME TO  
> >>> JILL---WHO-KEEP IN MIND DID

> >>>  
> >>>

> >>> Begin forwarded message:

> >>>> From: Administrator <cacrewood2@fastmail.fm>  
> >>>> Date: October 11, 2009 12:07:09 AM PDT  
> >>>> To: jill.griffiths@longbeach.gov  
> >>>> Subject: Fwd: EIR:DYI THERE ARE 45 DAY FROM OCT TO RESPOND; BELOW  
> >>>> IS THE DRAFT OF WHAT WILL SENT BY ME TO JILL---WHO-KEEP IN MIND  
> >>>> DID

> >>>>> JILL:In case I drop dead between now and when I will get you a  
> >>>>> perfected copy(spell checked)...here with is the draft---so that  
> >>>>> you understand the direction these comments are taking:

> >>>>> THE SUMMARY AND RECOMMENDATIONS SET FORTH IN VOLUME II appendix  
> >>>>> D PAGE 27 PARAGRAPH ONE---LINE 6-7

> >>>>> ARE;  
> >>>>> FALSE  
> >>>>> UNTRUE  
> >>>>> AT WAR WITH MAPS DEPICTING THE COURSE

> >>>>> IN SUM;THE CONCLUSIONS RELATIVE TO THE LOCATION OF THE COURSE  
> >>>>> IS:---JUNK SCIENCE....

> >>>>>  
> >>>>>  
> >>>>>

> >>>>> jill note correction.....START OF THE COURSE.....(not the  
> >>>>> end)--sorry as you can see the day has not been short-

> >>>>>

> >>>>> THE START--THE START.... OF THE COURSE IS NOT WAS NOT ON A LINE  
> >>>>> DOWN THE MIDDLE OF THE SECOND STREET BRIDGE de facto page 26  
> >>>>> FIGURE 5---IS THE MAP OF THE COURSE THAT MAP SHOWS THE START OF

Re Fwd Fwd FATALLY FLAWED JUST RELEASED EIR FOR ALAMITOS BAY MARINE REBUILD PLAN.txt

> >>>> THE COURSE--AND THE REQUIRED 200 FEET(course measurements are in  
> >>>> meters--) is well -well south of the 2nd Street Bridge....  
> >>>> Those that did the surveying work for the Historic Designation  
> >>>> informed me that the start of the course---was on a line that  
> >>>> extended down the middle of Angelo walk!!!!

> >>>> Begin forwarded message:

> >>>> From: Administrator <cacrewood2@fastmail.fm>  
> >>>> Date: October 10, 2009 10:44:05 PM PDT  
> >>>> To: chief.ham@verizon.net, jim@intercat.com,  
> >>>> jdbogart@self-serv.net, j.vanblom@verizon.net,  
> >>>> john\_nunn@cox.net, acdupont4@gmail.com  
> >>>> Cc: krik.kokorian@presstelegram.com  
> >>>> Subject: EIR:DYI THERE ARE 45 DAY FROM OCT TO RESPOND; BELOW IS  
> >>>> THE DRAFT OF WHAT WILL SENT BY ME TO JILL---WHO-KEEP IN MIND DID

> >>>> NOT AUTHOR ANY OF THE "DATA:HER TALS IS TO COLLECT THE DATA AND  
> >>>> PUBLISH....THEN PRESENT IT TO VARIOUS CITY COMMISSIONS AS IT  
> >>>> WORKS THROUGH THE PROCESS" MY MONDAY E MAIL WILL VEAL WITH

> >>>> BUT ONE SUBJECT....WITH THE REST TO FOLLOW UPON DISECETTING THE  
> >>>> ENTIRE OPUS....WILL BE ADDRESSED; HERE WITH IS THE ESSENCE OF  
> >>>> THE

> >>>> DRAFT:

> >>>> JILL:

> >>>> Let me take a moment an thank you for your continuing hard and  
> >>>> professional work in gathering together the data contained in  
> >>>> the EIR. There is full recognition that your are not responsible  
> >>>> for the data submitted by others---including the JUNK SCIENCE  
> >>>> that is intermixed with some credible data--and CERTAINLY  
> >>>> HELPFUL AND INSTRUCTIVE PHOTOS AND DRAWINGS, which obviously  
> >>>> those responsible for the JUNK SCIENCE never bothered to read or  
> >>>> comprehend.

> >>>> Indeed so sloppy are some of the conclusions, it will be my  
> >>>> request that the City seek a refund for such junk science;

> >>>> TO WIT:

> >>>> 1. Volume II(TWO) TECHNICAL APPENDICES;  
> >>>> From PROJECT DESCRIPTION  
> >>>> Aerial Photos 1928-2008: WAS APPARENTLY NOT-not READ OR  
> >>>> STUDIED...by.....  
> >>>> those responsible for production of PAGE 4.4.1  
> >>>> immediately-following page(of text)4.4.7 IOF VOLUME I(ONE)

> >>>> The latter depicts IN RED what it would like the public to are  
> >>>> the BOUNDARIES OF THE CURRENT MARINE STADIUM/  
> >>>> You will not the southern end of the red boundary is at the  
> >>>> Davies Bridge

> >>>> It will be left up to the DISTRICT ATTORNEY TO DETERMINE HOW  
> >>>> EXTENSIVE THIS ATTEMPTED FRAUD IS....but for now Turn back to  
> >>>> Volume II-de facto page 26 A APPENDIX D-as in DAVID....Note  
> >>>> Figure 5---SHOWIG THE 1932 COURSE....  
> >>>> Your attention is called to the street marked the TOLEDO---not  
> >>>> a far waddle from the Mayor's home!!!!

> >>>> Though it is obvious there is no depiction of a  
> >>>> bridge---BECAUSE there was none then-but one can clearly see:

P-3-2  
Duplicate



Re Fwd Fwd FATALLY FLAWED JUST RELEASED EIR FOR ALAMITOS BAY MARINE REBUILD PLAN.txt

> >>>> 1. The intersecting cross channel; the end of the stadium at  
> >>>> that time. the start line; with the contractually required  
> >>>> 200 feet south of the start.

> >>>> 2. The Scale reflecting distances, markings denoting  
> >>>> 500,1000,1500,finish.

> >>>> EVEN HOMER SIMSON could conclude where the bridge currently  
> >>>> is....

> >>>> THUS THE HISTORIC COURSE GOES WELL BEYOND THE BRIDGE TO POINT  
> >>>> ON A LINE THAT WOULD  
> >>>> EXTEND FROM THE MIDDLE OF DE ANGELO WALK--ACROSS THE  
> >>>> CHANNEL----to a point that is near  
> >>>> the R or D in the Boat Yard sign--at the---of all places A  
> >>>> BOAT YARD.

> >>>> The waters flowing south of the Davies Bridge--to the above  
> >>>> line are protected by Ctty and Land Marks Preservation  
> >>>> statues as noted in the ERI==and will be commented on in a  
> >>>> separate e-mailing comment by month end.

> >>>> However, let me address the protected waters flow from the  
> >>>> above Angelo walk line to---the brass marker in the  
> >>>> concrete---a few feet south of the top of the current LBYC long  
> >>>> dock ramp.

> >>>> In continuous use since from the time the lands behind the Toledo  
> >>>> were dredged connecting the Marine Stadium with Alamitos Bay:  
> >>>> those course and waters have been and or are used  
> >>>> 365 days a year for small recreational boating as well as for:

- > >>>> 1. 1968,1976 United States Olympic Rowing Trials.
- > >>>> 2. College as well as Junior and Senior High School Rowing Crews

> >>>> IT HAS BEEN A BONIFIED SMALL BOATING FACILITY IN CONTINUOUS SINCE  
> >>>> IT WAS CREATED and therefore may not be. reduced or eliminated  
> >>>> as a matter of STATE COASTAL LAW

> >>>> What the above brings into sharp focus is t the BAD FAITH,  
> >>>> DECEPTION, DISHONESTY EMBRACED BY THE SENIOR CITY MANAGEMENT;  
> >>>> Robert Foster Mayor Pat West City Manager Phil Hester Director  
> >>>> of Parks Recreation and Marine Councilman Gary De Long

> >>>> All of the above were fully aware of the above, were presented  
> >>>> the public records which confirmed the locations and dimensions  
> >>>> of the waters at issue.

> >>>> Note this data will also be placed before the Chair and Ranking  
> >>>> members of the House and Senate Committes that have purview over  
> >>>> the COE and USCG--given the waters at issue are part of the  
> >>>> Inland waters Ways of the United States.

> >>>> LBG

> >>>>  
> >>>>  
> >>>>  
> >>>>  
> --

> cacrewood8@fastmail.fm

--

P-3-2  
Duplicate



Re Fwd Fwd FATALLY FLAWED JUST RELEASED EIR FOR ALAMITOS BAY MARINE REBUILD PLAN.txt  
cacrewood8@fastmail.fm

↑  
P-3-2  
Duplicate

## **LAURENCE B. GOODHUE**

### **RESPONSE P-3-1**

The comment is introductory and informs the City that the comments contained within will be discussed with the staffs of the Secretary of the Army and the U.S. Coast Guard. The comment further references surge damage at the Downtown Marina and states that the proposed long dock is folly. The City staff is not aware of any damage in the Shoreline (downtown) Marina due to surge in the last ten years. Further, the water movement patterns are very different in the two Marinas, with Shoreline Marina being located on the inter harbor, while Alamitos Bay Marina is inside an inlet, within a protected bay off the ocean. The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. The commenter's opinions regarding the DEIR consultant will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

### **RESPONSE P-3-2**

The comment is a forwarded duplicate of Letter P-2. See Responses P-2-1 through P-2-4.



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

To Jill.Griffiths@longbeach.gov  
cc  
bcc

10/16/2009 10:44 AM

Please respond to commonsense-sayssavthefence@fastmail.fm

Subject Fwd: FOLLOW UP ON TODAY'S PLANNING COMMISSION MEEETING:::COMMENTS RE:NEEDFOR DREDGING UNDER CITY'S ROWING CENTER DOCK

Sorry-spelled your first name wrong in first:

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

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
To: gill.griffiths@longbeach.gov, derek.burnham@longbeach.gov, michael\_mais@longbeach.gov  
Date: Fri, 16 Oct 2009 00:14:32 -0700  
Subject: FOLLOW UP ON TODDAY'S PLANNING COMMISSION MEEETING:::COMMENTS RE:NEED FOR DREDGING UNDER CITY'S ROWING CENTER DOCK

It was not my intent to speak to the agenda item re the Baha Marina. My presence today was prompted by a late night call last evening brining the item to my attention..Having been immersed in the OPUS EIR for the Alamitos Bay Marina,time precluded getting inside the Baha item. My sense from the call last evening was the item would move forward as it did.However,just to make sure...it occurred to me,it would be best to attend to make sure.Had my thinking been otherwise certainly you, Derek Burnham and Mike Mais would have been given a heads up.

P-4-1

Frankly speaking it was not until the moment your clear power point slide hit the screen-that idea- of addressing the similar problem the City's Rowing Center Dock is facing-now in a pronounced state(as the axioms and theorems of Copernicus and Galielo march in formation portending,what yet again will be an unkind December for the circa 91'X24" wooden dock-visa a via the accumulation of that which under the dock--which mirrors what is under the docks at the Baha Marina.

The location of the rowing center dock is at the cross roads of the Marine Stadium and the Cerritos Channel.That dock is first in harms way in terms of what the currents,tides and winds bring from North-and West.

You and the Commission are invited to drive down Boathouse Lane to the Rowing Center.Check out the dock===as well as the Rowing Center.(5:00AM-11:00 AM---3:15 PM=to 7-8-9 PM),Would suggest checking tide schedule to see when lowest tide is so that you get a sense.--FYI--a call to the Port will get you their tide schedule for the year.It is an excellent resource with a lot of good data(pocket size)--free.

December and June have the lowest tides.At those times the frame of the dock is really strained....skate boarders would like it.The end result: 1.Planks weaken.



2. Planks split.
3. A leg slips through the jagged splintered wood on the City Dock.
4. John Q public comes down late at night; slips; stumbles into the hole...

Having dealt with the permitting agencies since 1981 on this very issues as well as a full range of other issues my experience is that there should

be no problem getting a permit be it on a 911 or regular one.

Indeed, they welcome permit applications. Command authorities indeed encourage such. It separates the responsible from the otherwise. Most of them are very familiar with the Marine Stadium and the Rowing Center and its Dock.

Many have rowed from it. They know the frequency of the build up. The absence of a permits sends signals they would rather not see and do injury to the currency of the City in such matters.

Hence the suggestion since the City is going to the Coastal Commission and others- present both at the same time.

TURNING NOW FOR A MOMENT TO THE VERY ENCOURAGING COMMENT BY THE PLANNING COMMISSION CHAIR HAS THE MARINA RE BUILD ON THEIR RADAR--they are not to be envied!!!!

If you would be so kind to forward this in your next mailing to the Commission it is hoped they will find the following suggestions helpful in getting their arms and mind around the OPOUS.

Though all should read line for line each of the varied sections Executive Summaries:

1. Consider dividing the body of work among the full Commission; approaching it from this stand point.
  - a. Assign sections to groups of two; who will be the Commission point people on the given area or section=prepared to respond to any questions asked by public.
  - b. Having a study or dry run session in committee or public.
2. Important tech point in managind and working though the hard copy:
  1. Open Volume I--open and extend all fold outs; excellent instructive, informative aerial photographs--fold out to circa 8x14. You will find you will want to flip back and forth- from page to page--checking...re checking....it makes it a lot easier flip the whole stack then, it is to unfold, re fold, unfold several times.

DO NOT BEGIN TO READ UNTIL YOU HAVE DONE THE ABOVE FOR VOLUME II

So informative are some of the photos that you will want to make copies; retain forever more

as a reference just for your own edification-worth framing.

The MAC; which has a new Chair (the good Brad White is now in Seattle===and the Mayor finally got on the ball, at least on this one point!!! and filled two of the vacancies) will hold a special meeting for further public input October 22: Wilson High Aud. 6:30PM.

There have been three or four previous meetings. At the meeting in late summer when the Manager of the Marine Bureaus asked for a up or down vote because he wanted to proceed with the plan. The CHAIR SAID NO!!!!!!"

"We have been discussing this in committee and because we have found no member of the public that supports this plan (as presented) we have decided to have more meetings"

One MAC member said: ".Let us have another meeting:

Chair responded "NO!!!" We should have two more. One at perhaps Rogers and one in the City Council Chambers---I want to see if there is anyone in the public that supports the plan!!!"

MY VIED IS THE PLANNING COMMISSION WILL FIND:

There is near if not 100% agreement to upgrade that which has fallen into disrepair  
Re built existing or new---as long as it does not enlarge the EXISTING FOOTPRINT.

FREELY TRANSLATED:

1. Do not impregnate the existing water fairways with slips.
2. No new and extended long dock.
3. The failed concept of eliminating smaller slips; making one large slip to hold two boats=  
is a devious and dubious attempt to reduce the number of smaller boats to make room for  
larger boats---IN THIS A SMALL BOAT MARINA.

The only person that supports the ENLARGE FOOTPRINT IS  
1. A non boater.  
2. Uncertified in matters of aquatic and marine safety.

Those that see the public safety issues which the plan's only proponent FAILS to see or appreciate include:

1. Sailors of various size boats--including larger ones--some in LBYC
2. Paddle Boarders
3. Power boaters.
4. Kyackers
5. Windsurfers
6. Marine Engineers.
7. Marina Operators.

1-7 all see that the enlarged foot print is a marine safety issue of the first order

NOTE:While as mentioned the photos are an excellent and should be retain..some of the conclusions drawn by the consultants are dubious-if not junk science IN MY VIEW....  
AND HAVE BEEN REFERRED TO CITY ATTY TO CHECK OUT AND PERFECT IF NEED BE.



--

cacrewood8@fastmail.fm

--

cacrewood8@fastmail.fm

## **LAURENCE GOODHUE**

### **RESPONSE P-4-1**

The comment references a City Planning Commission meeting not related to the Alamitos Bay Marina DEIR or project. The comment does not contain any substantive comments or questions about the analysis in the DEIR and no further response is necessary.

### **RESPONSE P-4-2**

The comment is instructional on how the Planning Commission should read the DEIR and suggests dividing the sections among the members and advises that all 11x17 pages should be fully opened prior to reading. The comment does not contain any substantive comments or questions about the analysis in the DEIR and no further response is necessary.

### **RESPONSE P-4-3**

The comment references conversations at the Marine Advisory Committee meetings regarding the number of meetings to be held regarding the Alamitos Bay Marina Rebuild project. The comment does not contain any substantive comments or questions about the analysis in the DEIR and no further response is necessary.

### **RESPONSE P-4-4**

The comment is critical of the proposed project design and restates the opinion that the conclusions by consultants are junk science. The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. Opinions regarding the DEIR consultant will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

**From:** commonsense-sayssavthefence@fastmail.fm [cacrewood8@fastmail.fm]  
**Sent:** Friday, November 20, 2009 10:14 AM  
**To:** Ken Pauley  
**Subject:** HARD COPY INCLUDING EXHIBITS USPO TO LSA NOVEMBER 19,2009--THIS VERSION HAS SOME SPELL CHECK OCTOBER 20,2009: COMES NOW THESE COMMENTS ON THE DRAFT EIR RELEASED ON OCTOBER 8,2009FOR:PROPOSED ALAMITOS BAY MARINA BAY MARINA REHABILITATION PROJECT:

This occasion would seem to be appropriate and proper for asserting as a principle, in which the rights and interests of all who use these inland water ways of the United States are involved, that said waters are not to be considered or used for any other purpose than: active transit or permitted racing of recreational boating activities, or practicing relating thereto. In so stating it is noted and embraced that some stake holders (those engaging in motorized boat racing might offer financial prizes). Umbrage is not taken over such offerings. Indeed, the presence of such has been a fixture in this venue, created for the rowing events of the Xth Olympiad and have co existed, in harmony, with all stake holders since the opening of the venue.

P-5-1

It is therefore owed, in the interest of amicable relations and candor existing among and between all, including convening authorities, to hold: impregnating said transit waterways with docks or slips can be viewed in no other light than as an impediment to common sense, maritime safety--and as a manifestation of an unfriendly disposition--toward all other stakeholders, including those who have come on line since the Xth Olympiad, who presence is acknowledged, appreciateed, encouraged by and welcomed as long as they stay within pre existing foot print.

EXECUTIVE SUMMARY

- 1. All comments, concerns and objections raised and set forth in the draft DEIR are renewed.
- 2. Attached to this working draft are:
  - A. Copies of working notes compiled in 1931 from the City of Long Beach so titled:

LOCATION OF PROPOSED  
 Start & Finish Line  
 at Olympic Rowing Course  
 G(or 6)-56167 (it is unknown to me if it is a G

P-5-2

or 6-but my sense  
is the City Surveyors of today can discern such  
from the rest of data

West Notes  
Frigon ^ (with a-across the top of the ^  
Morton Chain- Feb, 11 1932  
Ehrhardt "

It would appear to me the above might have been a then work in  
progress vis a via a date of  
Apr 26 32.

In addition to the lexicon of surveyors there are actual sketches of  
both the FINISH and  
START with the position of the street Toledo.

THE THRUST OF THAT CONTAINED IN #2--goes to establish and confirm  
that the START LINE OF  
THE 1932 OLYMPIC WAS AS IS DEPICTED IN THE DRAWINGS IN THE DRAFT  
EIR-which was brought into  
issue by the consultant's statement in the text following the  
DRAWINGS the start was at a  
on a point which ran across the water on a line that is where the  
Davies Bridge now stands.

P-5-2

The world's foremost authority of the subject, ARCHIMEDES, demonstrates  
with mathematical certainty,  
the start could not have been at the Davies Bridge. The course would  
have run out of aqua at circa  
the 1700 meter mark; boats-at the then given stroke rate, run aground,  
impaled on a barb wire  
fence-and or run aground at Colorado Street.

It is my understanding the City of Long Beach is working to determine  
what needs to be done to  
perfect what ever mis communication in records led the consultants to  
declare war on ARCHIMEDES.

3. Though it would appear the Manager of the Marine Bureau now has an

an and understanding  
of the City and State Land Mark Statues whose aegis prohibits  
impregnation of the 2000 meter course-  
it would appear he still fails to understand:

P-5-3

A. The aegis applies also to the water ways within the venue in chief  
particularly  
the water-fair ways which are used for transit into and out of the  
2000 meeter race course as  
as well as the waters of Alamitios Bay which are used for  
additional practice and training as so  
referenced in the moving paperwork for the Land Mark Statues.

B. Perhaps more striking is the aegis which flows from the California  
Coastal Act which prohibits  
elimination, reduction or removal of facilities designed to support  
recreational small boating  
activities.

P-5-4

C. Said water ways (A & B) are not a PARKING LOT for boats!!!!!!

4. The proposed Long Dock with a water line circa but 70 feet shorter  
than the United States Virginia

P-5-5

Class Submarine;one third the water line of RMS Queen Mary;so long that if it has wheels,Laura Richardson would be driving it,rendering as much damage as the press reports the Representative does to her neighborhood.Said damage would be to the marine habitat impacted by loss of sun light.



P-5-5

More to the point:The very existence of the groin across from the LBYC points to the lack of maritime issues such as,current,surge,tides,wakes wind.Boats using the said long dock would suffer the same ravages of nature the boats in Basin Three would were they not protected by the groin.

P-5-6

Given the amount of PUBLIC WATERS THE LONG DOCK WOULD CONSUME--IT RAISES SERIOUS QUESTIONS VISA VIA THE NATURE OF THE PRIVATE CLUB--no matter how commendable its mission.

5. The area targeted for mitigation at the entrance to Boathouse Lane is spoken for;currently used for dry boat storage and small boating support components.Said terra firma.

IT SHOULD BE NOTED THE SUPPLY DEMAND CRUNCH OF DRY STORAGE SPACE IS BROUGHT INTO VERY SHARP- VERY SHARP FOCUS BY:

P-5-7

A.The looming -but yet to be determined- sale date the City's Oil Property lot-on the east side of Boat House Lane.That lot has been used for dry boat storage--INCLUDING THE 12 Rowing Shell Trailers as well as boats from other stakeholders--as well as City Marina equipment.

B.The rulings of the California Coastal Commission-continuing and enhancing its protections for dry boat storage et al.

6. Folly of the dubious double proposed double slips for basin 4 is underscored by the continuing problems such double slips continue to present in the downtown marina.

P-5-8

7. The good people of LBYC must step up to the plate and take ownership of the good job they have done and recognize that their INN is full.They must plan for establishing a base in the downtown Marina for their boat parking lots. They can not T bone their boats into the transit water ways EXCEPT ON THE DATES FOR SPECIAL EVENTS--WHICH ALL STAKEHOLDERS WELCOME AND SUPPORT AND WILL GLADLY ADJUST TO FOR THE DURATION OF THE SPECIAL EVENT.

P-5-9

THUS CONCLUDES THE EXECUTIVE SUMMARY OF MY CONCERNS RELATIVE TO PLANS SET FORTH IN THE DEIR

NOW AS TO THE ELEPHANT IN THE ROOM

THE SPECTER OF THE ENTIRE PLAN BEING REJECTED BY THE COURTS

P-5-10



The currency of the conclusions,data,projections,statements set

forth by the Marine Bureau contained in the DEIR,are highly suspect-as are any set forth by the those of any consultants--to the extent the latter rely upon any data from the Marine Bureau.

As indicated in my comments in the DEIR of October 8,2009,a review of the public record strongly suggests there is a culture of deceit,deception,lies running unchecked which most would view as the indication of the presences of a congenital,habitual, pathological or polished liar more than taints the currency of information flowing from the Marine Bureau.

It is striking to note that pattern continues as evidence by the public record of what unfolded at the November 12,2009 Marine Advisory Commission which is herewith attached (in exhibits to this response).It is a clear case of,yet again the Manager of the Marine Bureau lying in an effort to push through his ENLARGED FOOT PRINT--absence which the plan could have,long ago been approved.

Additionally,an entirely new element has been injected by said Marine Bureau Manager-- the attempted extortion of one stakeholder in an attempt to silence another stakeholder into approving the plan--which the latter,in addition to a wide spectrum of stakeholders had,with sound reason,steadfastly opposed.

In sum the Manager of the Marine Bureau advocated THROWING THE WATER SKIING COMMUNITY UNDER THE BUS by reducing their already limited access to limited waters(cira 800 meters) available to them but 9 hours a day and giving it to the rowing community which has circa six(6) miles of water 16 hours a day.

Equally disturbing a major PROCESS ISSUE unfolded at the November 12,2009 meeting:The MAC,without public noticed decided to CANCEL a second special community outreach meeting which it had at its March 12,meeting decided to hold.(see attached exhibit-a well well chronicled article by the noted reporter Doug Krikorian of the Press Telegram.

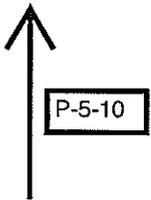
Clearly the Marine Advisory Commission has not had the opportunity to demonstrate it has the capacity to render due diligence.Nor has the public been afforded the opportunity to address the issue--to the extent the Commission had decided at the March 12,2009 meeting was required in order to allow the Commission to render an intelligent decision involving a matter so so seminal-so lasting.

All of the above are fertile grounds for a trier of fact to dis allow the City's Work product; remanding it back to day one and starting the process over as was done in the Home Depot case.

P-5-10



THE ABOVE IS BEING E-MAILED TO CITY THIS AM  
THE REFERENCED EXHIBITS WILL BE DELIVERED IN HARD COPY FORMAT GIVEN  
THE SIZE OF SOME OF THE  
SURVEYING DRAWING AND NOTE SHEETS.



Laurence B. Goodhue  
Long Beach  
California

- cacrewood8@fastmail.fm
- cacrewood8@fastmail.fm
- cacrewood8@fastmail.fm

## **LAURENCE GOODHUE**

### **LETTER CODE: P-5**

#### **RESPONSE P-5-1**

The comment is introductory and addresses concerns regarding the project design and various marina stakeholders. The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. The commenter's opinions regarding the project will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-5-2**

The comment erroneously states that the DEIR depicts the starting line for the 1932 Olympic rowing event was located at the Second Street Bridge. See Response P-2-1, which clarifies that the DEIR discussion regarding the boundary at the Second Street Bridge refers to the boundary of Marine Stadium a locally Designated Historic Resource, and is not intended to represent either the start or finish lines of the original rowing course.

#### **RESPONSE P-5-3**

The comment references landmark statues that protect the 2,000 meter rowing course, and is a comment on the extension of the docks into the waterways. The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. The commenter's opinions regarding the project will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-5-4**

The comment states that the California Coastal Act prohibits elimination, reduction or removal of recreational small boating facilities. As discussed in the DEIR Section 4.8, Land Use, the Coastal Act encourages and protects such facilities but does not preclude the reduction or elimination of those facilities. The Coastal Act policies state, "Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land (Section 30224)." In addition, Coastal Act Section 30234 states, "Facilities serving the commercial fishing and recreational boating industries shall be

protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided.” Neither of these policies precludes the elimination or removal of facilities, but rather encourages the upgrading and increased recreational use of such facilities. One of the primary objectives of the proposed project, as stated in Section 3.3 of the DEIR, is to “Renovate and replace the deteriorating Marina facilities to expand recreational boating opportunities in keeping with the current and future demands of the boating public for larger slips”. In the judgment of the City staff, the DEIR provides sufficient analysis to conclude that the project is consistent with Coastal Act policies. The commenter’s opinions regarding the analysis in the DEIR will be made available to decision makers for their consideration.

#### **RESPONSE P-5-5**

The comment is a statement regarding the length of the proposed long dock. The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. The commenter’s opinions regarding the project will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-5-6**

The comment states that boats using the proposed long dock would be affected by currents, surges and wakes, similar to boats located in Basin 3. The comment also questions the nature of the private Long Beach Yacht Club (LBYC). The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. The commenter’s opinions regarding the project will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.-

#### **RESPONSE P-5-7**

The comment states that the proposed mitigation site is used for dry boat storage and references the sale of a lot adjacent to the street bordering the proposed mitigation site. The comment further states that the Coastal Commission protects dry boat storage. The comment erroneously states that the proposed mitigation site is in currently use for dry boat storage rented to the public. The site is used as impound storage area for City purposes and is not publically rented dry boat storage space.

#### **RESPONSE P-5-8**

The comment makes reference to problems with double slips proposed in Basin 4, but does not contain any substantive comments or questions about the analysis in the DEIR. The

commenter's opinions regarding the project will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

**RESPONSE P-5-9**

The comment is a statement regarding the LBYC and the storage of its member's boats. The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. The commenter's opinions regarding the project will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

**RESPONSE P-5-10**

The comment states the entire plan will be subject to rejection by the courts. The comment criticizes the Marine Manger and the Marine Advisory Commission, and makes reference to an article in the Press telegram. The comment expresses several personal opinions and does not contain any substantive comments or questions about the analysis in the DEIR. The commenter's opinions regarding the project and City staff or representatives will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

**From:** commonsense-sayssavthefence@fastmail.fm [cacrewood8@fastmail.fm]  
**Sent:** Friday, November 20, 2009 10:27 AM  
**To:** Ken Pauley  
**Subject:** Fwd: EXHIBIT FOR RESPONSE OF LAURENCE B. GOODHUE TO DRAFT DEIR ON MARINA REBUILD;GOES TO ISSUE OF LACK OF CURRENCY OF CITY POSITION

HARD COPY OF ALL SURVEYING DATA..some 11x17—should arrive in your office this day.  
LBG (323) 474 4446  
Thank you

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

**From:** "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
**To:** robert.shannon@longbeach.gov, tom.reeves@longbeach.gov  
**Cc:** larry.allison@presstelegram.com, paul.eakins@presstelegram.com, letters@thedistrictweekly.com  
**Date:** Sat, 14 Nov 2009 20:51:33 -0800  
**Subject:** SEE DRAFT LETTER TO LOS ANGELES COUNTY GRAND JURY AND CALIFORNIA STATE BAR:: YET FURTHER PROOF OF THE FOSTER DE LONG CULTURE OF EMBRACING WHAT THE PUBLIC RECORDS STRONGLY SUGGESTS IS EITHER A CONGENITAL,HABITUAL OR PATHOLOGICAL LIAR—see latest

**NOTE TO CALIFORNIA STATE BAR:**

Attached you will find a copy of a letter (e-mail) to the City Auditor for the City of Long Beach. Please know that the entire pattern of the referenced corruption,deceit,dishonesty,strongly suggesting a culture that embraces and encourages what many would view as congenital,habitual,pathological or polished liars.

All of the above-and what is listed below has unfolded before and brought to the attention of the Long Beach:  
1.City Attorney.  
2.City Prosecutor

If my understanding is correct your august body granted them the right to hang out their shingle and practice law.

Among the questions the above-and that listed below gives rise to is:  
1.Are they still allowed to practice law in this State.  
2.Given the above-and what is list below-WHY?  
3.Do you have any data relative to those within your body who have a propensity to succumb to premature,prolonged senior moments.

Can your body recommend a credible retired Jurist\*\* professor of Ethics or Law who might appear before our City Council and give a lecture on ethics and honesty which seems to so elude your licensees—with consequences as outlined in the attached letter to the City Auditor.

Respectfully.

Laurence B. Goodhue  
Long Beach,  
California  
90803

\*\*someone of the caliber of the late Justice Eagleson—who is probably turning in his grave at what is so hobbling our City.

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

**From:** "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
**To:** laura.doud@longbeach.gov  
**Cc:** cacrewood8@fastmail.fm



Date: Sat, 14 Nov 2009 20:11:27 -0800

Subject: DRAFT LETTER TO LOS ANGELES COUNTY GRAND JURY AND CALIFORNIA STATE BAR:: YET FURTHER PROOF OF THE FOSTER DE LONG CULTURE OF EMBRACING WHAT THE PUBLIC RECORDS STRONGLY SUGGESTS IS EITHER A CONGENITAL,HABITUAL OR PATHOLOGICAL LIAR---see latest

NOTE TO MS LAURA DOUD:CITY AUDITOR CITY OF LONG BEACH:

It will be my request to the above to agencies to investigate the reference culture of: corruption;deceit;dishonesty outlined below.The reference patten has been been unfolding since December 21,2007--- STARTING AT ONE HOUR BEFORE THE CRACK OF DAWN!!!!6:11AM!!!!is when the first of this disturbing pattern of lies of Mr.Mark Sandoval began--well memorialized in his e-mail to the California Coastal Commission,

Circa 22 months later November 12,2009---Mr.Sandoval lies still continue---as a review of the public record and a well chronicled article in the Press Telegram's seasoned reporter Doug Krikorkian clearly reveal.

The above two bookend another series of five plus lies all captured in e-mails,letters,and on tape,including testimony at Planning Commmison-which as you know is given under oath!!!!

All of these have been brought to the attention of City Council;Mayor Foster,City Manager Pat West;Director of PRM,Phil Hester.It should be noted Councilman Gary De Long was personally present at a community meeting when Mr.Sandoval lied--and like the Mayor was provided the copy of the e-mail that proved the lie of Mr. Sandoval.

The impact of the culture of such corruption of truth,deceit,lies which strongly suggest anyone engaging in, or embracing such. is a congenital,habitual,pathological,or polished liar is brought into sharp focus by the well reasoned mis trust the public has in the referenced public officials most recently manifested by the refusal of the public to pass the City's small parcel tax or the even smaller parcel tax by LBUSD.

Given,your limited resources my suggestion is the best course of action for your office is to let the Los Angeles County Grand Jury and California State Bar complete what ever review they elect to do and you focus on a complete review of the Marine Bureau-from top to bottom-with particular emphasis on the pending Alamitos Bay Marina Rebuild Plan:Let me suggest that your review include,but note be limited examination of:

- 1.All revenue streams.
- 2.Vacancy rates.
- 3.All expenditures.
- 4.Cost of any and all studies with correlative study the results of such.

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

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
 To: commonsense-sayssavthefence@fastmail.fm, mayor@longbeach.gov, pat.west@longbeach.gov, phil.hester@longbach.gov, district3@longbeach.gov, larry.allision@presstelegram.com, letters@thedistrictweekly.com, doug.krikorian@presstelegram.com  
 Date: Thu, 12 Nov 2009 22:07:32 -0800  
 Subject: Re: YET FURTHER PROOF OF THE FOSTER DE LONG CULTURE OF EMBRACING WHAT THE PUBLIC RECORDS STRONGLY SUGGESTS IS EITHER A CONGENITAL,HABITUAL OR PATHOLOGICAL LIAR---see latest

On Thu, 12 Nov 2009 20:18 -0800,  
 "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
 wrote:  
 > November 12,2009 Marine Advisory Commission---he with a record of  
 > lying to-but not limited to 1.The California Coastal Commission(in  
 > e-mail) 1.The City Council(letter) 3.Zoning Officer 4.Planning  
 > Commission(under oath on tape)  
 >  
 > LIED AGAIN TO THE MAC ON THE PUBLIC RECORD NOVEMBER 12,2009---  
 >  
 > IS IT ANY WONDER PEOPLE DID NOT PASS THE CITY'S PUNEY \$104.00 parcel



- > tax.
- > IS IT ANY WONDER PEOPLE DOD NOT PASS THE LBUD"S \$98.00 TAX:
- >
- > PEOPLE SEE WHAT FOSTER AND DE LONG EMBRACE AND STAND
- > FOR—COGENITAL,HABITUAL,PATHOLOGICAL LYING THE MO OF THE CURRENT
- > LEADERSHIP!!!!

- >
- >
- >
- > TO WIT:

- >
- > At the March 12,2009 Marine Advisory Commission held in the Main
- > Dinning Room on the Second Floor of the LBJC--well chronicled by the
- > Press Telegram's Doug Krikorian the following took place:

- >
- > Mr.Sandoval asked for a up or down vote on the dubious not well
- > received Marina Re Build plan-whose details-were roundly rejected by a
- > wide number of people on the full spectrum of the boating
- > community-who supported the needed up grades and repairs of dock-which
- > poor management had allowed to fall into dis

- > repair---
- > BUT WITH SOUND REASON OBJECTED TO AN ENLARGED FOOTPRINT IN THE
- > WATER---during a special evening outreacvh meeting circa 10 days
- > before held at the Pete Archer Rowing Center(that meeting was also
- > well Chronicled by the Doug
- > Krikorian)

- >
- > When Mr. Sandoval made his request on March 12,2009;The Chair,the good
- > Mr. Brad Whyte folded his hands and said:

- >
- > "NO!!!"

- >
- > "We have been talking about this in committee and have decided we
- > need more input.We
- > need to find someone that supports this plan"

- >
- > A discussion ensued among the Commission has to how many more public
- > out reach meetings
- > there would be.Some member suggested one more meeting.The chair opined
- > that at least two
- > more were needed.The Commission voted and approved two more with
- > date,location to be
- > announced as soon as a venue could be determined.

- >
- > The Chair one would probably be held at Rogers and the second in City
- > Council Chambers.

- >
- > The first of the two meetings location and date was announced in early
- > fall--only to
- > have to be rescheduled because staff did not do its
- > homework.Unfortunately--some people
- > did not get the notice of date change--and showed up on the
- > previously announced date--and
- > were scheduled to be out of town on October 22--the date of the first
- > of the two outreach
- > meetings the Commission had voted on to hold.

- >
- > Today,when reminded of the announcement and vote of the Commission ie
- > there would be two more outreach meetings-MR.SANDOVAL DENIED SUCH
- > FACTS-Stating MAC had decided on two more meeting PRIOR to the March
- > 12 meeting held on the 2nd floor---where the Chair=in presence of
- > the Press Telegram reporter-along with other in attendance REFUSED MR
- > SADOVAL's REQUEST TO MOVE FORWARD WITH THE PLAN.

- >





**LAURENCE GOODHUE**

**LETTER CODE: P-6**

**RESPONSE P-6-1**

The comment is a letter to the Los Angeles County Grand Jury and the California State Bar questioning the ethics of several City staff and requesting a review of the Marine Bureau. The comment contains personal opinions and lists complaints and does not contain any substantive comments or questions about the analysis in the DEIR. The commenter's opinions will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.

---

**From:** Administrator [cacrewood2@fastmail.fm]  
**Sent:** Friday, November 20, 2009 12:50 PM  
**To:** Ken Pauley  
**Cc:** Jill.griffiths@longbeach.gov  
**Subject:** NOTE RE HARD COPY EXHIBITS FOR DEIR ON LONG BEACH MARINA REBUILD PLAN WHICH SHOULD ARRIVE IN YOUR OFFICE TODAY:

On the Long Beach Surveyor's notes for 1932 Olympic Rowing Course  
 NOTE:RE: on one of the 8.5 x11" sheets ---the one stamped 322 PG 11(top right)

The Roadway sketched in there as it rounds and heads southward is labeled Marina Drive

That portion of what was then Marina Drive was renamed in the mid 1980's to Boathouse Lane

it was renamed because of the increasing number of commercial trucks from beer trucks, Fed EX; boat chandler's et al-- looking for addresses on the portion of Marina Drive south of Davies Bridge--which was compounded by Marina Way-a few hundred feet east ---renamed also to--- Spinnaker Bay Drive....

The impact of the change was immediate with the updated Thomas Guide --said traffic dropped to zilch.....along Boathouse Lane.....

Apologize for not noting on the sheet yesterday----did not think of it until putting away the documents this am.

**LAURENCE GOODHUE**

**LETTER CODE: P-7**

**RESPONSE P-7-1**

The comment references surveyor's notes on an exhibit of the 1932 Olympic Rowing Course and states that a portion of Marina Drive was renamed to Boathouse Lane in the mid-1980s. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.



"commonsense-sayssavthe  
fence@fastmail.fm"  
<cacrewood8@fastmail.fm  
>

To Jill.Griffiths@longbeach.gov  
cc  
bcc

11/20/2009 12:55 PM

Please respond to  
commonsense-sayssavthe  
fence@fastmail.fm

Subject Fwd: NOVEMBER 20,2009: COMES NOW THESE  
COMMENTS-SANS PREFACE ON THE DRAFT EIR  
RELEASED ON OCTOBER 8,2009FOR:PROPOSED  
ALAMITOS BAY MARINA BAY MARINA REHABILITATION  
PROJECT:

P R E F A C E

This, occasion would seem to be appropriate and proper for asserting as a principle, in which the rights and interests of all who use these inland water ways of the United States are involved, that said waters are not to be considered or used for any other purpose than: active transit or permitted racing of recreational boating activities, or practicing relating thereto. In so stating it is noted and embraced that some stake holders (those engaging in motorized boat racing might offer financial prizes). Umbrage is not taken over such offerings. Indeed, the presence of such has been a fixture in this venue, created for the rowing events of the Xth Olympiad and have co existed, in harmony, with all stake holders since the opening of the venue.

It is therefore owed, in the interest of amicable relations and candor existing among and between all, including convening authorities, to hold: impregnating said transit waterways with docks or slips can be viewed in no other light than as an impedement to common sense, maritime safety--and as a manifestation of an unfriendly disposition--toward all other stakeholders, including those who have come on line since the Xth Olympiad, who presence is acknowledged, appreciated and welcomed.

SOME SPELL CHECK---NOTE THERE MIGHT BE A HALF PAGE BLANK SPACE BEFORE THE EXECUTIVE SUMMARY

P-8-1  
Duplicate  
of P-5



EXECUTIVE SUMMARY

- 1. All comments, concerns and objections raised and set forth in the draft DEIR are renewed.
- 2. Attached to this working draft are:
  - A. Copies of working notes compiled in 1931 from the City of Long Beach so titled:

LOCATION OF PROPOSED  
 Start & Finish Line  
 at Olympic Rowing Course  
 G(or 6)-56167 (it is unknown to me if it is a G  
 or 6-but my sense  
 is the City Surveyors of today can discern such  
 from the rest of data

West Notes  
 Frigon ^ (with a-across the top of the ^  
 Morton Chain- Feb, 11 1932  
 Ehrhardt "

It would appear to me the above might have been a then work in progress. vis a via a date of Apr 26 32.

In addition to the lexicon of surveyors there are actual sketches of both the FINISH and START with the position of the street Toledo.

THE THRUST OF THAT CONTAINED IN #2---goes to establish and confirm that the START LINE OF THE 1932 OLYMPIC WAS AS IS DEPICTED IN THE DRAWINGS IN THE DRAFT EIR-which was brought into



issue by the consultant's statement in the text following the DRAWINGS the start was at a on a point which ran across the water on a line that is where the Davies Bridge now stands.

The world's foremost authority of the subject, ARCHIMEDES, demonstrates with mathematical certainty, the start could not have been at the Davies Bridge. The course would have run out of aqua at circa the 1700 meter mark; boats-at the then given stroke rate, run aground, impaled on a barb wire fence-and or run aground at Colorado Street.

It is my understanding the City of Long Beach is working to determine what needs to be done to perfect what ever mis communication in records led the consultants to declare war on ARCHIMEDES.

- 3. Though it would appear the Manager of the Marine Bureau now has an an and understanding of the City and State Land Mark Statues whose aegis prohibits impregnation of the 2000 meter course- it would appear he still fails to understand:

- A. The aegis applies also to the water ways within the venue in chief particularly the water-fair ways which are used for transit into and out of the 2000 meeter race course as as well as the waters of Alamitios Bay which are used for additional practice and training as so referenced in the moving paperwork for the Land Mark Statues.

- B. Perhaps more striking is the aegis which flows from the California Coastal Act which prohibits elimination, reduction or removal of facilities designed to support recreational small boating activities.

- C. Said water ways (A & B) are not a PARKING LOT for boats!!!!!!

P-8-1

- 4. The proposed Long Dock with a water line circa but 70 feet shorter than the United States Virginia Class Submarine; one third the water line of RMS Queen Mary; so long that if it has wheels, Laura Richardson would be driving it, rendering as much damage as the press reports the Representative does to her neighborhood. Said damage would be to the marine habitat impacted by loss of sun light.

More to the point: The very existence of the groin across from the LBYC points to the lack of maritime issues such as, current, surge, tides, wakes wind. Boats using the said long dock would suffer the same ravages of nature the boats in Basin Three would were they not protected by the groin.

Given the amount of PUBLIC WATERS THE LONG DOCK WOULD CONSUME--IT RAISES SERIOUS QUESTIONS



VISA VIA THE NATURE OF THE PRIVATE CLUB---no matter how commendable its mission.

- 5. The area targeted for mitigation at the entrance to Boathouse Lane is spoken for; currently used for dry boat storage and small boating support components. Said terra firma.

IT SHOULD BE NOTED THE SUPPLY DEMAND CRUNCH OF DRY STORAGE SPACE IS BROUGHT INTO VERY SHARP- VERY SHARP FOCUS BY:

- A. The looming -but yet to be determined- sale date the City's Oil Property lot-on the east side of Boat House Lane. That lot has been used for dry boat storage--INCLUDING THE 12 Rowing Shell Trailers as well as boats from other stakeholders--as well as City Marina equipment.

- B. The rulings of the California Coastal Commission-continuing and enhancing its protections for dry boat storage et al.

- 6. Folly of the dubious double proposed double slips for basin 4 is underscored by the continuing problems such double slips continue to present in the downtown marina.

- 7. The good people of LBYC must step up to the plate and take ownership of the good job they have done and recognize that their INN is full. They must plan for establishing a base in the downtown Marina for their boat parking lots. They can not T bone their boats into the transit water ways EXCEPT ON THE DATES FOR SPECIAL EVENTS---WHICH ALL STAKEHOLDERS WELCOME AND SUPPORT AND WILL GLADLY ADJUST TO FOR THE DURATION OF THE SPECIAL EVENT.

THUS CONCLUDES THE EXECUTIVE SUMMARY OF MY CONCERNS RELATIVE TO PLANS SET FORTH IN THE DEIR

NOW AS TO THE ELEPHANT IN THE ROOM

THE SPECTER OF THE ENTIRE PLAN BEING REJECTED BY THE COURTS

The currency of the conclusions, data, projections, statements set forth by the Marine Bureau contained in the DEIR, are highly suspect-as are any set forth by the those of any consultants--to the extent the latter rely upon any data from the Marine Bureau.

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from the Marine Bureau.

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Additionally, an entirely new element has been injected by said Marine Bureau Manager-- the attempted extortion of one stakeholder in an attempt to silence another stakeholder into approving the plan---which the latter, in addition to a wide spectrum of stakeholders had, with sound reason, steadfastly opposed.

In sum the Manager of the Marine Bureau advocated THROWING THE WATER SKIING COMMUNITY UNDER THE BUS by reducing their already limited access to limited waters (circa 800 meters) available to them but 9 hours a day and giving it to the rowing community which has circa six(6) miles of water 16 hours a day.

Equally disturbing a major PROCESS ISSUE unfolded at the November 12, 2009 meeting: The MAC, without public noticed decided to CANCEL a second special community outreach meeting which it had at its March 12, meeting decided to hold. (see attached exhibit--a well well chronicled article by the noted reporter Doug Krikorian of the Press Telegram.

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THE ABOVE IS BEING E-MAILED TO CITY THIS AM  
THE REFERENCED EXHIBITS WILL BE DELIVERED IN HARD COPY FORMAT GIVEN THE SIZE OF SOME OF THE SURVEYING DRAWING AND NOTE SHEETS.

Laurence B. Goodhue  
Long Beach  
California



**LAURENCE GOODHUE**

**LETTER CODE: P-8**

**RESPONSE P-8-1**

Comment letter P-8 is a duplicate of Comment letter P-5. See Responses P-5-1 through P-5-10.



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

11/20/2009 02:42 PM

Please respond to  
commonsense-sayssavthefence@fastmail.fm

To commonsense-sayssavthefence@fastmail.fm, "Arturo Macias-Pedroza" <Arturo.Macias-Pedroza@longbeach.gov>, robert.shannon@longbeach.gov, karen.hester@longbeach.gov  
cc Jill.Griffiths@longbeach.gov

bcc

Subject NOVEMBER 20,2009 NOTE TO ROBERT SHANNON--PRM IS STALLING....DOCS ARE NEEDED FOR EIR RESPONSE SEE NOTE BELOW CHECKING STATUS THIS DAT SHOULD BE READILY AVAILABLE FOR INSPECTION--SEE NOTE BELOW Public Records Act Request File No.: A09-03143

Yet again we are faced with a bad faith stall:all requested public records were central to the PRM and Marine

Bureau Budget as well as central to its plans for the rebuild:

OF PARTICULAR NOTE:

- 1. Number of and vacaby rates of Dry Boat Storage slots along Boathouse Lane and elsewhere.
- 2 Number of and vacancy rates of slips under the purview of the City
- 3.Revenues from all revenues streams except that from LBYC

Given the refusal of the PRM to make the above abalable,this is a formal request to extent the comment date for rponses to the Alamitos bay Marine Rebuild Project until 30 days after the City provides said documents for inspection.

Said data is crucial in allowing for an informed and illegent decision in terms of identifying any mitigation areas-which has been and will continue to be brought into sharpt focus by last month's decision by Coastal Commission--which elevated the sancity of dry boat store slots and smaller boats.

Laurence B. Goodhue  
USPO Box 14464  
Long Beach  
California  
90803  
9323) 474 4446

On Tue, 03 Nov 2009 11:41 -0800, "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm> wrote:

GOOD SIR;ALL THIS DATA SHOULD CERTAINLY BE AVAILABE FOR

INSPECTION;IT SURELY  
WAS USED FOR WHATEVER BUDGET PROJECTIONS CITY MADE RE THE  
BUDGET IT JUST  
ADOPTED.  
COULD IT BE THAT THE DEPTS ARE STALLING....!!!!..DO WE HAVE YET  
ANOTHER ATTEMPTED  
COVER UP:

LBG

---

On Wed, 30 Sep 2009 13:10 -0700, "Arturo Macias-Pedroza"  
<Arturo.Macias-Pedroza@longbeach.gov> wrote:

\*\*\*\*\*

Arturo Macias-Pedroza  
Records Coordinator  
California Public Records Act Requests,  
Subpoenas Duces Tecum & Pitchess Motions  
Office of the Long Beach City Attorney  
333 W. Ocean Blvd., 8th Floor  
Long Beach, CA 90802

Direct Line: (562) 570-2292  
Fax: (562) 570-2232

\*\*\*\*\*

This e-mail and attachments are being sent by the City of Long Beach in response to an official request for public information pursuant to the California Public Records Act (Govt. Code Sections 6250 et seq.) The e-mail and material attached hereto is specifically intended for the individual or organization making the request. If this e-mail has been inadvertently sent to the wrong person or entity, please contact the Records Coordinator for the City of Long Beach at (562) 570-2292 at your earliest convenience so that the requested material can be timely delivered to the proper party. Your courtesy and cooperation is appreciated.

--

cacrewood8@fastmail.fm

---

cacrewood8@fastmail.fm

## **LAURENCE GOODHUE**

### **LETTER CODE: P-9**

#### **RESPONSE P-9-1**

The comment is a complaint regarding the availability of records for vacancy rates and revenues, and requests an extension to make comments on the Draft EIR. The City has made the requested records available. The comment is a personal opinion and does not contain any substantive comments or questions about the analysis in the DEIR. The commenter's opinions regarding the project will be forwarded to decision makers for their consideration. Because the comment does not address environmental issues, no further response is necessary.



"commonsense-sayssavthe  
fence@fastmail.fm"  
<cacrewood8@fastmail.fm  
>

To jill.griffiths@longbeach.gov  
cc  
bcc

11/22/2009 06:32 PM

Please respond to  
commonsense-sayssavthe  
fence@fastmail.fm

Subject :NOVEMBER 22,2009: COMES NOW THESE FINAL  
REVISED COMMENTS AND PREFACE ON THE DRAFT  
EIR RELEASED ON OCTOBER 8,2009FOR:PROPOSED  
ALAMITOS BAY MARINA BAY MARINA REHABILITATION  
PROJECT:

P R E F A C E

This, occasion would seem to be appropriate and proper for asserting as a principle, in which the rights and interests of all who use these inland water ways of the United States are involved, that said waters are not to be considered or used for any other purpose than facilitating active transit through and within said waters by those engaged in permitted recreational aquatic and boating activities; and practice relating thereto.

In so stating it is noted and embraced some (those engaging in motorized boat racing )might offer financial prizes). Umbrage is not taken over such offerings. Indeed, the presence of such has been a fixture in this venue, created for the rowing events of the Xth Olympiad and have co existed, in harmony, with all stake holders since the opening of the venue.

It is therefore owed, in the interest of amicable relations and candor existing among and between all, including convening authorities, to hold: impregnating said transit waterways with docks or slips can be viewed in no other light than as an impediment to common sense, maritime safety--and as a manifestation of an unfriendly disposition--toward all other stakeholders, including those who have come on line since the Xth Olympiad, who presence is appreciated acknowledged and welcomed--so long as their berthing does not impregnate transit water ways.

With grateful acknowledgment to James Monroe

EXECUTIVE SUMMARY

1. All comments, concerns and objections raised and set forth in the draft DEIR are renewed.
2. Attached to this working draft are:
  - A. Copies of working notes compiled in 1931 from the City of Long Beach so titled:

LOCATION OF PROPOSED  
Start & Finish Line  
at Olympic Rowing Course  
G(or 6)-56167 (it is unknown to me if it is a G

P-10-1  
Duplicate



or 6-but my sense  
is the City Surveyors of today can discern such  
from the rest of data

West Notes  
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Morton Chain- Feb, 11 1932  
Ehrhardt "

It would appear to me the above might have been a then work in  
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In addition to the lexicon of surveyors there are actual sketches of  
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The world's foremost authority of the subject, ARCHIMEDES, demonstrates  
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the 1700 meter mark; boats-at the then given stroke rate, run aground,  
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It is my understanding the City of Long Beach is working to determine  
what needs to be done to  
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- 3. Though it would appear the Manager of the Marine Bureau now has an  
an and understanding  
of the City and State Land Mark Statues whose aegis prohibits  
impregnation of the 2000 meter course-  
it would appear he still fails to understand:
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  - C. Said water ways (A & B) are not a PARKING LOT for boats!!!!!!

P-10-1  
Duplicate



4. The proposed Long Dock with a water line circa but 70 feet shorter than the United States Virginia Class Submarine; one third the water line of RMS Queen Mary; so long that if it has wheels, Laura Richardson would be driving it, rendering as much damage as the press reports the Representative does to her neighborhood. Said damage would be to the marine habitat impacted by loss of sun light.

More to the point: The very existence of the groin across from the LBYC points to the lack of maritime issues such as, current, surge, tides, wakes wind. Boats using the said long dock would suffer the same ravages of nature the boats in Basin Three would were they not protected by the groin.

Given the amount of PUBLIC WATERS THE LONG DOCK WOULD CONSUME---IT RAISES SERIOUS QUESTIONS VISA VIA THE NATURE OF THE PRIVATE CLUB---no matter how commendable its mission.

5. The area targeted for mitigation at the entrance to Boathouse Lane is spoken for; currently used for dry boat storage and small boating support components. Said terra firma.

IT SHOULD BE NOTED THE SUPPLY DEMAND CRUNCH OF DRY STORAGE SPACE IS BROUGHT INTO VERY SHARP-  
VERY SHARP FOCUS BY:

A. The looming -but yet to be determined- sale date the City's Oil Property lot-on the east side of Boat House Lane. That lot has been used for dry boat storage--INCLUDING THE 12 Rowing Shell Trailers as well as boats from other stakeholders--as well as City Marina equipment.

B. The rulings of the California Coastal Commission--continuing and enhancing its protections for dry boat storage et al.

6. Folly of the dubious double proposed double slips for basin 4 is underscored by the continuing problems such double slips continue to present in the downtown marina.
7. The good people of LBYC must step up to the plate and take ownership of the good job they have done and recognize that their INN is full. They must plan for establishing a base in the downtown Marina for their boat parking lots. They can not T bone their boats into the transit water ways EXCEPT ON THE DATES FOR SPECIAL EVENTS---WHICH ALL STAKEHOLDERS WELCOME AND SUPPORT AND WILL GLADLY ADJUST TO FOR THE DURATION OF THE SPECIAL EVENT.

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NOW AS TO THE ELEPHANT IN THE ROOM  
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Duplicate



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THE ABOVE IS BEING E-MAILED TO CITY NOVEMBER 22,2009  
THE REFERENCED EXHIBITS WERE DELIVERED IN HARD COPY FORMAT  
ON FRIDAY NOVEMBER 20,2009 WITH HARD COPIES TO ISA ON NOVEMBER  
20,2009  
HARD COPY OF EXHIBITS WERE ALSO DELIVERED AND MAILED GIVEN 11X17  
FORMAT

Laurence B.Goodhue  
Long Beach  
California

--

cacrewood8@fastmail.fm

--

cacrewood8@fastmail.fm



P-10-1  
Duplicate

**LAURENCE GOODHUE**

**LETTER CODE: P-10**

**RESPONSE P-10-1**

Comment Letter P-10 is a duplicate of Comment Letter P-5. See Responses P-5-1 through P-5-10.



Administrator  
<cacrewood2@fastmail.fm  
>

To jill.griffiths@longbeach.gov  
cc irvine@lsa-assoc.com  
bcc

11/22/2009 06:42 PM

Subject FYI AND THANK YOU TO BOTH: APOLOGIZE FOR THE  
EARLIER UPDATES...FEEL FREE TO...

DELETE ANY DATA SUBMITTED BEFORE THIS DATE OF SUNDAY NOVEMBER 22,2009:

The only difference between the hard copies that you should now have in hand...

IS THE PREFACE--WHICH IS ATTACHED TO WHAT WAS SENT TO EACH OF YOU THIS EVENING.

LARRY GOODHUE  
(323) 474 4446

(note Jill===not sure if the City's IT detectors sort out the obvious--one or to transmissions might---wander in after being delayed due to my mis spelling of your first name==on those had used Gill---but caught in hour or so and re sent correctly....

**LAURENCE GOODHUE**

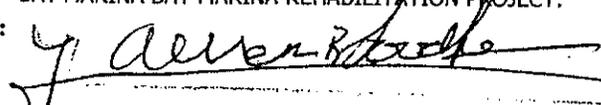
**LETTER CODE: P-11**

**RESPONSE P-11-1**

The comment is a note regarding the preface attached to other submitted comment letters. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

**Staples Copy Center #164**

**From:** commonsense-sayssavthefence@fastmail.fm [cacrewood8@fastmail.fm] **Sent:** Thu 11/19/2009 11:12 AM  
**To:** Staples Copy Center #164  
**Cc:** Jill.Griffiths@longbeach.gov  
**Subject:** COMES NOW THESE COMMENTS ON THE DRAFT EIR RELEASED ON OCTOBER 8,2009FOR:PROPOSED ALAMITTS BAY MARINA BAY MARINA REHABILITATION PROJECT:

**Attachments:** 

**Subject:** COMES NOW THESE COMMENTS ON THE DRAFT EIR RELEASED ON OCTOBER 8,2009FOR:PROPOSED ALAMITTS BAY MARINA BAY MARINA REHABILITATION PROJECT:

This is a working draft, which will be herewith submitted. If time permits a revised version will be submitted with complete spell check. The intent is to have this working draft in the hands of the consultant as well as the City by close of business November 20, 2009-absent no for sure what the weekend of November 20-22 will bring.

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LSA  
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SURVEYING DRAWING AND NOTE SHEETS.

Laurence B. Goodhue  
Long Beach  
California

--

cacrewood8@fastmail.fm



P-12-1  
Duplicate

**Staples Copy Center #164**

**From:** commonsense-sayssavthefence@fastmail.fm [cacrewood8@fastmail.fm] **Sent:** Thu 11/19/2009 11:55 AM  
**To:** Staples Copy Center #164  
**Cc:** Gill.Griffiths@longbeach.gov  
**Subject:** EXHIBIT FOR RESPONSE OF LAURENCE B. GOODHUE TO DRAFT DEIR ON MARINA REBUILD;GOES TO ISSUE OF LACK OF CURRENCY OF CITY POSITION  
**Attachments:**

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

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
To: cacrewood8@fastmail.fm  
Date: Sun, 15 Nov 2009 11:57:18 -0800  
Subject: Fwd: SEE DRAFT LETTER TO LOS ANGELES COUNTY GRAND JURY AND CALIFORNIA STATE BAR:: YET FURTHER PROOF OF THE FOSTER DE LONG CULTURE OF EMBRACING WHAT THE PUBLIC RECORDS STRONGLY SUGGESTS IS EITHER A CONGENITAL,HABITUAL OR PATHOLIGOCAL LIAR---see latest

LSA ASSOCIATES, INC.

NOV 20 2009

RECEIVED IRVINE

P-12-2 Duplicate



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

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
To: robert.shannon@longbeach.gov, tom.reeves@longbeach.gov  
Cc: larry.allison@presstelegram.com, paul.eakins@presstelegram.com, letters@thedistrictweekly.com  
Date: Sat, 14 Nov 2009 20:51:33 -0800  
Subject: SEE DRAFT LETTER TO LOS ANGELES COUNTY GRAND JURY AND CALIFORNIA STATE BAR:: YET FURTHER PROOF OF THE FOSTER DE LONG CULTURE OF EMBRACING WHAT THE PUBLIC RECORDS STRONGLY SUGGESTS IS EITHER A CONGENITAL,HABITUAL OR PATHOLIGOCAL LIAR---see latest

**NOTE TO CALIFORNIA STATE BAR:**

Attached you will find a copy of a letter (e-mail) to the City Auditor for the City of Long Beach.  
Please know that the entire pattern of the referenced corruption,deceit,dishonesty,strongly suggesting a culture that embraces and encourages what many would vies as congenital,habitual,pathological or polished liars.

All of the above-and what is listed below has unfolded before and brought to the attention of the Long Beach:  
1.City Attorney.  
2.City Prosecutor

If my understanding is correct tour august body granted them the right to hang out their shingle and practice law. .

Among the questions the above-and that listed below gives rise to is:  
 1.Are they still allowed to practice law in this State.  
 2.Given the above-and what is list below-WHY?  
 3.Do you have any data relative to those within your body who have a propensity to succumbe to premature,prolonged senior moments.

Can your body recommend a credible retired Jurist\*\* professor of Ethics or Law who might appear before our City Council and give a lecture on ethics and honesty which seems to so elude your licensees--with consequences as outlined in the attached letter to the City Auditor.

Respectfully.

Laurence B. Goodhue  
 Long Beach,  
 California  
 90803

\*\*someone of the caliber of the late Justice Eagleson--who is probably turning in his grave at what is so hobbling our City.

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

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
 To: laura.doud@longbeach.gov  
 Cc: cacrewood8@fastmail.fm  
 Date: Sat, 14 Nov 2009 20:11:27 -0800  
 Subject: DRAFT LETTER TO LOS ANGELES COUNTY GRAND JURY AND CALIFORNIA STATE BAR:: YET FURTHER PROOF OF THE FOSTER DE LONG CULTURE OF EMBRACING WHAT THE PUBLIC RECORDS STRONGLY SUGGESTS IS EITHER A CONGENITAL,HABITUAL OR PATHOLIGOCAL LIAR---see latest

P-12-1  
 Duplicate

NOTE TO MS LAURA DOUD:CITY AUDITOR CITY OF LONG BEACH:

It will be my request to the above to agencies to investigate the reference culture of: corruption;deceit;dishonesty outlined below.The reference patten has been been unfolding since December 21,2007---STARTING AT ONE HOUR BEFORE THE CRACK OF DAWN!!!!6:11AM!!!is when the first of this disturbing pattern of lies of Mr.Mark Sandoval began--well memorialized in his e-mail to the California Coastal Commission,

Circa 22 months later November 12,2009---Mr.Sandoval lies still continue---as a review of the public record and a well chronicled article in the Press Telegram's seasoned reporter Doug Krikorkian clearly reveal.

The above two bookend another series of five plus lies all captured in e-mails,letters,and on tape,including testimony at Planning Commmison-which as you know is



given under oath!!!!

All of these have been brought to the attention of City Council; Mayor Foster, City Manager Pat West; Director of PRM, Phil Hester. It should be noted Councilman Gary De Long was personally present at a community meeting when Mr. Sandoval lied--and like the Mayor was provided the copy of the e-mail that proved the lie of Mr. Sandoval.

The impact of the culture of such corruption of truth, deceit, lies which strongly suggest anyone engaging in, or embracing such, is a congenital, habitual, pathological, or polished liar is brought into sharp focus by the well reasoned mis trust the public has in the referenced public officials most recently manifested by the refusal of the public to pass the City's small parcel tax or the even smaller parcel tax by LBUSD.

P-12-2 Duplicate



Given, your limited resources my suggestion is the best course of action for your office is to let the Los Angeles County Grand Jury and California State Bar complete what ever review they elect to do and you focus on a complete review of the Marine Bureau-from top to bottom-with particular emphasis on the pending Alamitos Bay Marina Rebuild Plan: Let me suggest that your review include, but note be limited examination of:

- 1. All revenue streams.
- 2. Vacancy rates.
- 3. All expenditures.
- 4. Cost of any and all studies with correlative study the results of such.

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

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
To: commonsense-sayssavthefence@fastmail.fm, mayor@longbeach.gov, pat.west@longbeach.gov, phil.hester@longbach.gov, district3@longbeach.gov, larry.allision@presstelegram.com, letters@thedistrictweekly.com, doug.krikorian@presstelegram.com  
Date: Thu, 12 Nov 2009 22:07:32 -0800  
Subject: Re: YET FURTHER PROOF OF THE FOSTER DE LONG CULTURE OF EMBRACING WHAT THE PUBLIC RECORDS STRONGLY SUGGESTS IS EITHER A CONGENITAL, HABITUAL OR PATHOLIGOCAL LIAR---see latest

On Thu, 12 Nov 2009 20:18 -0800,  
"commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>

wrote:

- > November 12,2009 Marine Advisory Commission----he with a record of lying
- > to-but not limited to
- > 1.The California Coastal Commission(in e-mail)
- > 1.The City Council(letter)
- > 3.Zoning Officer
- > 4.Planning Commission(under oath on tape)
- >
- > LIED AGAIN TO THE MAC ON THE PUBLIC RECORD NOVEMBER 12,2009----
- >
- > IS IT ANY WONDER PEOPLE DID NOT PASS THE CITY'S PUNEY \$104.00 parcel
- > tax.
- > IS IT ANY WONDER PEOPLE DOD NOT PASS THE LBUD"S \$98.00 TAX:
- >
- > PEOPLE SEE WHAT FOSTER AND DE LONG EMBRACE AND STAND
- > FOR---COGENITAL,HABITUAL,PATHOLOGICAL LYING THE
- > MO OF THE CURRENT LEADERSHIP!!!!

> TO WIT:

> At the March 12,2009 Marine Advisory Commission held in the Main Dinning  
 > Room

- > on the Second Floor of the LBJC--well chronicled by the Press Telegram's
- > Doug Krikorian the following took place:
- >
- > Mr.Sandoval asked for a up or down vote on the dubious not well received
- > Marina
- > Re Build plan-whose details-were roundly rejected by a wide number of
- > people
- > on the full spectrum of the boating community-who supported the needed
- > up grades
- > and repairs of dock-which poor management had allowed to fall into dis
- > repair---
- > BUT WITH SOUND REASON OBJECTED TO AN ENLARGED FOOTPRINT IN THE
- > WATER----during
- > a special evening outreacvh meeting circa 10 days before held at the
- > Pete Archer
- > Rowing Center(that meeting was also well Chronicled by the Doug
- > Krikorian)
- >
- > When Mr. Sandoval made his request on March 12,2009;The Chair,the good
- > Mr. Brad Whyte
- > folded his hands and said:
- >
- > "NO!!!"
- >
- > "We have been talking about this in committee and have decided we need
- > more input.We
- > need to find someone that supports this plan"
- >
- > A discussion ensued among the Commission has to how many more public
- > out reach meetings
- > there would be.Some member suggested one more meeting.The chair opined





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- > that at least two
- > more were needed. The Commission voted and approved two more with
- > date, location to be
- > announced as soon as a venue could be determined.
- >
- > The Chair one would probably be held at Rogers and the second in City
- > Council Chambers.
- >
- > The first of the two meetings location and date was announced in early
- > fall--only to
- > have to be rescheduled because staff did not do its
- > homework. Unfortunately--some people
- > did not get the notice of date change--and showed up on the
- > previously announced date--and
- > were scheduled to be out of town on October 22--the date of the first
- > of the two outreach
- > meetings the Commission had voted on to hold.
- >
- > Today, when reminded of the announcement and vote of the Commission ie
- > there would be two
- > more outreach meetings--MR.SANDOVAL DENIED SUCH FACTS--Stating MAC had
- > decided on two
- > more meeting PRIOR to the March 12 meeting held on the 2nd
- > floor---where the Chair=in presence
- > of the Press Telegram reporter--along with other in attendance REFUSED
- > MR SADOVAL's REQUEST TO
- > MOVE FORWARD WITH THE PLAN.
- >
- > The public record reflects the intent of the Commission was to hold two
- > more meetings, specific
- > location being suggested--one for each locations. THOUGH CERTAINLY THE
- > LOCATIONS MIGHT BE SUBJECT
- > TO CHANGE--the number may not....IT IS IMPORTANT TO NOTE EVEN AT
- > TODDAY'S DAYTIME MEETING THE PUBLIC
- > STATED TIME MEETINGS ARE ALL THAT MANY MAY ATTEND....
- >
- > KEEP IN MIND WE ARE TALKING ABOUT A PROJECT THAT WILL LAST FOR 50
- > YEARS....ANOTHER 30 = days will
- > not rock the boat...and will avoid the specter or being remanded back
- > by the Courts--like Home
- > Depot.....
- >
- > will in a moment click over thoughts relative to needed changes on the
- > MAC

*S. Caceres* 1/19/09

cacrewood8@fastmail.fm

cacrewood8@fastmail.fm

**LAURENCE GOODHUE**

**LETTER CODE: P-12**

**RESPONSE P-12-1**

The comment is a duplicate of Comment Letter P-5. See Responses P-5-2 through P-5-10.

**RESPONSE P-12-2**

The comment is a duplicate of Comment Letter P-6. See Response P-6-1.

**RESPONSE P-12-3**

The comment is a duplicate of text contained in Comment Letter P-6. See Response P-6-1.



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

To jill.griffiths@longbeach.gov  
cc irvine@lsa-assoc.com  
bcc

11/23/2009 03:43 PM

Please respond to  
commonsense-sayssavthefence@fastmail.fm

Subject FOOTNOTE TO EXHIBITS SUBMITTED WITH  
COMMENTS TO DEIR FOR ALIMITOS BAY MARINA  
RE;BUILD PROJECT:SAID FOOT NOTE IS THE FORM OF:

- 1.The attached e-mail-to two members of the LBYC.
- 2.The complete March 13,2009 Press Telegram Article by the seasoned reporter Doug Krikorian transmitted to me by its City Editor.

Said exhibit goes to the issue of lack of qualifications of Mr. Sandoval to properly assess maritime matters which is separate and distinct from the variety of any of his statements-so void of foundation in truth.

P-13-1

Note to City and LSA:  
You might want to insert this in NO.3 of the Executive Summary--label as D(after C).

Appreciate your assistance.  
LBG  
11/22/09

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

From: "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm>  
 To: frontdesk@lbyc.org  
 Date: Tue, 17 Nov 2009 06:29:19 -0800  
 Subject: PLEASE PASS ON TO MR.DREW SATARIANO AND MR RICHARD MILLER ;THANK YOU  
 Aside from noting the actions of the MAC and the comments by Sandoval that there would be two more meetings...(the first of which was held on October 12,2009 at Wilson)...which means the second has yet to be held....NOTE IF YOU WILL NEAR THE BOTTOM ON THE PORTION OF DOUG KRIKORIAN'S very detailed account of the March 12,2009 MAC meeting--held on the SECOND floor of the LBYC(the column segways into other sports item--and is included herewith because it came directly from PT in that format)...

P-13-2

Mark opines the narrowing of the channel is because..."I have other stakeholders to take care of like the Dragon Boats"

It will be interesting to hear him explain to the Commandant of the United States Coast Guard and Sec Army--how narrowing the channel helps the Dragon Boats!!!!

Chapman ,undoubtly is holding the presses so they can update their newest release



with this  
maritime revelation---perhaps they will hold a book signing under the LBYC burgee !!!!

FYI: On another note:Unless the City Attorney has a problem with it,my view is Petert Hogenson

should not be barred from voting.The issues turn on public maritime and navigation considerations and well established body data on nautical engineering dynamics involving,currents,surges,tides,winds.Let him stand up,state to the world,his views on such.

P-13-2

LBG

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

From: "John Futch" <john.futch@presstelegram.com>  
To: cacewood8@fastmail.fm  
Date: Mon, 16 Nov 2009 11:42:22 -0800  
Subject: Krikorian

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

**The Great Waterway Debate continues**

Article Text:In **the** latest chapter of **the** Long Beach Rowers vs. Mark Sandoval in what has become known as **the Great Alamitos Bay Waterway Debate**, well, nothing of note can be reported except I found out that one member of **the** Marine Advisory Commission belongs to **the** Long Beach Yacht Club. "You're wasting your time coming here today," Sandoval told me before Thursday's 2:30 meeting got underway at **the** LBYC's second-story banquet room in which **the** Marine Advisory Commission was supposed to announce its non-binding recommendations about Sandoval's controversial \$88 million (!!!) dream known stirringly as **the** Alamitos Bay Rebuild Project. "Why?" I wanted to know. "I believe **the** Marine Advisory Commission is going to have a couple of more public meetings before it makes a decision," he said. And, presto, Mark Sandoval turned out to be on target. **The** Marine Advisory Commission's chairman, a Mr. Bradley Whyte, announced that his august albeit pruned down body - it has only six members because **the** brilliant Long Beach mayor, Bob (Bananas) Foster, for some unfathomable reason has failed to fill three vacancies - would render a verdict after listening "to other stakeholders with views slightly different than that of **the** rowers." **The** other stakeholders, of course, are **the** big boaters like, well, Mr. Bradley

P-13-3

Whyte, who has resided with his wife in a 42-foot yacht at the Shoreline Marina for the past 14 years. "Oh, I know where you stand on this issue," I kidded Mr. Whyte, an affable gentleman with a sense of humor befitting that of a salesman, which he is. "Oh no, I have a totally open mind on this issue," he asserted. "I'm a rower myself. You come to my boat, and you'll see a scull on it." Being a true investigative reporter, I do plan to take Mr. Whyte up on his offer, but I'll be sneaky and won't tell him when I'll show up just to make sure there really is a scull aboard his vessel. Mr. Whyte does admit, though, he would like a more fair and balanced turnout at the next public gatherings that haven't been scheduled, meaning he would like to hear from a lot of people who aren't angry about Sandoval's proposal to narrow the **waterway** between the Second Street Davies Bridge and the LBYC up to 35 feet, according to Sandoval's calculations, or 90 feet, according to the rowers' calculations. "But if narrowing the **waterway** and sticking a new dock besides the LBYC like Sandoval proposes eliminates rowers' lanes and poses serious safety issues, why narrow the **waterway**?" I asked Mr. Whyte. "I want to find out myself what impact it will have on the **waterway**," he replied. Good. I do, too, and just can't wait to attend the next two meetings of this thickening drama that was pretty tame Thursday compared to the tense atmosphere that pervaded in the first showdown staged last week at the Peter Archer Rowing Center. In that one, one person after another got up and informed Mark Sandoval in no uncertain terms that he was committing a heinous maritime disaster. This one was quite docile, as Mark Sandoval even showed he is quite an environmentalist, as he displayed a box overflowing with letters to his office that I'm sure weren't exactly praising his work. "Please, don't waste paper ... save the trees," he pleaded. "If you want to protest, do it through e-mail." I asked Bradley Whyte if there was anyone on his panel who belonged to the Long Beach Yacht Club, expecting no one to be since anyone who was would be in clear conflict of interest. But darned did one gentleman, a Mr. Peter Hogensen, raise his hand. "I didn't even know that," said Mr. Whyte. Should Peter Hogensen now recuse himself from this affair, since, after all, the Long Beach Yacht Club stands to benefit from Mark Sandoval's plan. I have no idea, although I must admit, even though Thursday's meeting was at the LBYC, the only side that was doing any protesting was that of the rowers. "Wouldn't it be nice after 20 years on the job that your legacy would be that you helped a lot of young kids in rowing?" one guy told Sandoval, whose extraordinarily poofed-up gray hair seemed to stand up even straighter at this comment. There were, as always, some unusual remarks from a few of the 40 or 50 people who were present, like the one from the lady wanting to know the status of kite-flying instruction on the beach and another one from a person saying the entire Alamitos Bay marinas should be down-sized. "Can't you do your project without narrowing the **waterway** between the Davies Bridge and the Yacht Club?" I asked Sandoval. "I have other stakeholders like dragon boaters that I have to pay attention to," he said. "This is just not about the rowers." Maybe so, but the rowers are the only ones so far to have articulated their position... No matter what unfolds in the Big West Tournament in which his team opens play tonight, Long Beach State coach Dan Monson already has done an extraordinary job of reviving the 49ers' men's basketball program. How will it do this weekend? "If we sustain our focus, I think we'll do well," says Monson. "If we don't we'll get beat. It's that simple." What isn't simple to explain has been the 49ers' tendency in recent weeks to lose their concentration, which they did in the agonizing closing

P-13-3

P-13-4

moments of last Saturday's one-point loss (76-75) to UC Santa Barbara when they committed three turnovers in a row that resulted in their squandering a four-point lead. "We've played good enough in spurts, but we haven't been able to sustain it now for almost two months," says Monson. "We haven't won back-to-back games since **the** middle of January. "Why? I think it's a combination of things. One, youth (Monson starts four freshmen). Two, changing **the** culture of **the** program. It's a process and doesn't happen overnight. We haven't learned to go for **the** jugular yet. And, three, talent. There's just not that much separating us from our Big West opponents. Our margin of error is thin." Monson says he's warned his team what will happen if it continues its recent flameouts. "We're going to have to play hard and keep focused for 40 minutes," he says. "I told them if we don't and we let down for three or four minutes, our season will be over..." I have a hunch **the** 49ers will heed Dan Monson's warning, and will wind up winning **the** Big West Tournament... Mary Hegarty was a class act, and becomes **the** latest Long Beach State women's basketball coach unable to duplicate **the** success of Joan Bonvicini, who set a standard at **the** school that probably never again will be matched. Glenn McDonald and Dallas Bolla endured **the** same fate as Hegarty, who was informed **the** other day by Vic Cegles that her contract would not be renewed. You hate to see anyone lose a job in this tough financial climate, especially a person who worked at it as hard as Hegarty, whose teams have been plagued by injuries **the** past couple of bleak seasons... Gentleman Gene Rotondo, owner of Legends, claims his establishment has just put up **the** largest commercial non-theater TV screen in Southern California. "It's a 20 footer, and it's huge," says Rotondo proudly... Kobe Bryant has left me shaking my noggin in awe so many times across **the** years that it's become a routine event, but his 18-point fourth quarter eruption Wednesday night against Ron Artest and **the** Houston Rockets was something to behold... We all know Ron Artest is a kucklehead, but how stupid was it of him to ignite Kobe Bryant in that final quarter with his non-stop trash drive?... Hope Phil Jackson continues to start Trevor Ariza, as he did against **the** Rockets and Thursday night against San Antonio, instead of **the** Teacher's Pet, Luke Walton... I'm going to rush out and buy **the** Manny Ramirez book so I can get his innermost thoughts on everyday life... I'm also waiting anxiously for Ned Colletti's book so I can find out how a guy can blow millions and millions of dollars for his boss - think Andruw Jones and Jason Schmidt - and still retain his job. Ol' Mustache Ned has become my new idol... Manny Pacquiao says he is willing to fight Juan Manuel Marquez for a third time - and it well might happen if Pacquiao gets past Ricky Hatton on May 2 in Las Vegas. Their previous matches were classics - **the** first a draw, **the** second a split decision to Pacquiao - and I'm sure another would be **the** same, since both men are at their peak. Marquez certainly was in his recent ninth-round knockout of tough Juan Diaz, and we all know what Pacquiao did to Oscar De La Hoya... **The** ol' Downey Flash, Johnny Ortiz, is picking Hatton to upset Pacquiao. "Hatton is a strong, natural 140-pounder who I think can smother Pacquiao **the** way he did Kostya Tszyu," says Ortiz, who thinks Pacquiao's impalement of De La Hoya was an aberration due to De La Hoya's dramatic weight loss... Rossmoor native Kevin (Brother of Dennis) Lamp says **the** big bash being staged Saturday night at Frisco's is for people from his old Los Alamitos neighborhood - and that **the** restaurant already has received 125 RSVPs. **The** Muhammad Ali impersonator and one-time Long Beach State pitcher says a band will play 1970s music, and **the** \$35 fee will include



dinner, soft drinks, dessert and an opportunity to listen to him talk. "We're hoping all the Rossmoor homeboys show up," says the 6-foot-4, 350-pound Lamp, who will emcee the event, meaning there will be hilarious moments of high camp... . Restaurateur Phil Trani reports his one-time summer intern chef, Mark Sanchez, is keeping his fingers crossed that he will be picked by the New York Jets in the upcoming NFL draft... Long Beach Boys & Girls executive director Don Rodriguez was in Sacramento Thursday with a Youth of the Year finalist, Poly High senior Linda Moy, whose name was jointly announced on the floor of the California State Capitol building by local politicians Alan Lowenthal and Bonnie Lowenthal. Moy was one of six to make it to Sacramento out of candidates who competed for the honor from 120 clubs around the state... Is there a fitter couple in Long Beach than the Olympic Rowing Couple, the Van Bloms, Joan and John, who are leading the charge against Mark Sandoval?...

[doug.krikorian@presstelegram.com](mailto:doug.krikorian@presstelegram.com)  
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P-13-4

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cacrewood8@fastmail.fm

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cacrewood8@fastmail.fm

----- Message from John Futch <[john.futch@presstelegram.com](mailto:john.futch@presstelegram.com)> on Mon, 16 Nov 2009 11:42:22 -0800  
 -----

To: [cacrewood8@fastmail.f](mailto:cacrewood8@fastmail.fm)  
 m

Subject: Krikorian

Long Beach Press-Telegram (CA)  
 March 13, 2009  
 Edition: MAIN  
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because **the** brilliant Long Beach mayor, Bob (Bananas) Foster, for some unfathomable reason has failed to fill three vacancies - would render a verdict after listening "to other stakeholders with views slightly different than that of **the** rowers." **The** other stakeholders, of course, are **the** big boaters like, well, Mr. Bradley Whyte, who has resided with his wife in a 42-foot yacht at **the** Shoreline Marina for **the** past 14 years. "Oh, I know where you stand on this issue," I kidded Mr. Whyte, an affable gentleman with a sense of humor befitting that of a salesman, which he is. "Oh no, I have a totally open mind on this issue," he asserted. "I'm a rower myself. You come to my boat, and you'll see a scull on it." Being a true investigative reporter, I do plan to take Mr. Whyte up on his offer, but I'll be sneaky and won't tell him when I'll show up just to make sure there really is a scull aboard his vessel. Mr. Whyte does admit, though, he would like a more fair and balanced turnout at **the** next public gatherings that haven't been scheduled, meaning he would like to hear from a lot of people who aren't angry about Sandoval's proposal to narrow **the** waterway between **the** Second Street Davies Bridge and **the** LBYC up to 35 feet, according to Sandoval's calculations, or 90 feet, according to **the** rowers' calculations. "But if narrowing **the** waterway and sticking a new dock besides **the** LBYC like Sandoval proposes eliminates rowers' lanes and poses serious safety issues, why narrow **the** waterway?" I asked Mr. Whyte. "I want to find out myself what impact it will have on **the** waterway," he replied. Good. I do, too, and just can't wait to attend **the** next two meetings of this thickening drama that was pretty tame Thursday compared to **the** tense atmosphere that pervaded in **the** first showdown staged last week at **the** Peter Archer Rowing Center. In that one, one person after another got up and informed Mark Sandoval in no uncertain terms that he was committing a heinous maritime disaster. This one was quite docile, as Mark Sandoval even showed he is quite an environmentalist, as he displayed a box overflowing with letters to his office that I'm sure weren't exactly praising his work. "Please, don't waste paper ... save **the** trees," he pleaded. "If you want to protest, do it through e-mail." I asked Bradley Whyte if there was anyone on his panel who belonged to **the** Long Beach Yacht Club, expecting no one to be since anyone who was would be in clear conflict of interest. But darned did one gentleman, a Mr. Peter Hogensen, raise his hand. "I didn't even know that," said Mr. Whyte. Should Peter Hogensen now recuse himself from this affair, since, after all, **the** Long Beach Yacht Club stands to benefit from Mark Sandoval's plan. I have no idea, although I must admit, even though Thursday's meeting was at **the** LBYC, **the** only side that was doing any protesting was that of **the** rowers. "Wouldn't it be nice after 20 years on **the** job that your legacy would be that you helped a lot of young kids in rowing?" one guy told Sandoval, whose extraordinarily poofed-up gray hair seemed to stand up even straighter at this comment. There were, as always, some unusual remarks from a few of **the** 40 or 50 people who were present, like **the** one from **the** lady wanting to know **the** status of kite-flying instruction on **the** beach and another one from a person saying **the** entire Alamitos Bay marinas should be down-sized. "Can't you do your project without narrowing **the** waterway between **the** Davies Bridge and **the** Yacht Club?" I asked Sandoval. "I have other stakeholders like dragon boaters that I have to pay attention to," he said. "This is just not about **the** rowers." Maybe so, but **the** rowers are **the** only ones so far to have articulated their position... No matter what unfolds in **the** Big West Tournament in which his team opens play tonight, Long Beach State coach Dan Monson already has done an extraordinary job of reviving **the** 49ers' men's basketball program. How will it do this weekend? "If we sustain our focus, I think we'll do well," says Monson. "If we don't we'll get beat. It's that simple." What isn't simple to explain has been **the** 49ers' tendency in recent weeks to lose their concentration, which they did in **the** agonizing closing moments of

P-13-5  
Duplicate

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[doug.krikorian@presstelegram.com](mailto:doug.krikorian@presstelegram.com)

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----- Message from "commonsense-sayssavthefence@fastmail.fm" <cacrewood8@fastmail.fm> on Tue, 17 Nov 2009 06:29:19 -0800 -----

To: [frontdesk@lbyc.org](mailto:frontdesk@lbyc.org)

Subject PLEASE PASS ON TO MR.DREW SATARIANO AND MR RICHARD MILLER ;THANK : YOU

Aside from noting the actions of the MAC and the comments by Sandoval that there would be two more meetings...(the first of which was held on October 12,2009 at Wilson)...which means the second has yet to be held....NOTE IF YOU WILL NEAR THE BOTTOM ON THE PORTION OF DOUG KRIKORIAN'S very detailed account of the March 12,2009 MAC meeting--held on the SECOND floor of the LBYC(the column segways into other sports item--and is included herewith because it came directly from PT in that format)...

Mark opines the narrowing of the channel is because..."I have other stakeholders to take care of like the Dragon Boats"

It will be interesting to hear him explain to the Commandant of the United States Coast Guard and Sec Army--how narrowing the channel helps the Dragon Boats!!!!

Champman ,undoubtly is holding the presses so they can update their newest release with this maraitime revelation---perhaps they will hold a book signing under the LBYC burgee !!!!

FYI: On another note:Unless the City Attorney has a problem with it,my view is Petert Hogenson

should not be barred from voting.The issues turn on public maritime and navigatioan considertions and well established body data on nautical engineering dynamics involving,currents,surges,tides, winds.Let him stand up,state to the world,his views on such.

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LBG

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

From: "John Futch" <john.futch@presstelegram.com>

To: cacrewood8@fastmail.fm

Date: Mon, 16 Nov 2009 11:42:22 -0800

Subject: Krikorian

Long Beach Press-Telegram (CA)

March 13, 2009

Edition: MAIN

Section: SPORTS

Page: 1C

**The Great Waterway Debate continues**

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

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

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John, who are leading **the** charge against Mark Sandoval?...  
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 cacrewood8@fastmail.fm

----- Message from John Futch <[john.futch@presstelegram.com](mailto:john.futch@presstelegram.com)> on Mon, 16 Nov 2009 11:42:22 -0800  
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To: cacrewood8@fastmail.f  
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[doug.krikorian@presstelegram.com](mailto:doug.krikorian@presstelegram.com)

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## **LAURENCE GOODHUE**

### **LETTER CODE: P-13**

#### **RESPONSE P-13-1**

The comment is introductory and describes two attachments to a previous comment letter. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-13-2**

The comment is introductory and states that an article from the Long Beach Press-Telegram is being forwarded. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-13-3**

The comment is a forwarded copy of an article from the Long Beach Press-Telegram dated March 13, 2009. The article is reporter Doug Krikorian's account of a Marine Advisory Commission meeting held in March, 2009. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-13-4**

The comment is the last half of the Long Beach Press-Telegram article dated March 13, 2009. This portion of the article is about the Big West Basketball Tournament and does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-13-5**

Comment P-13-5 is a series of several duplicates of the Long Beach Press-Telegram article dated March 13, 2009. See Responses P-13-3 and P-13-4. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.



"Ellen & Jim"  
<lnandjimkirk@earthlink.net>

To <jill.griffiths@longbeach.gov>  
cc  
bcc

10/22/2009 08:08 PM

Subject FW: Alamitos Bay Marina Rehabilitation Project

Jill Griffiths, Advanced planning Officer

Jill,

I attended the meeting tonight at Wilson High School. I would like my comments considered for the rewrite of the EIR. I sent them earlier to Mark Sandoval and Gary DeLong.

Thank-you very much,

Jim Kirk  
4825 East 6<sup>th</sup> St.  
Long Beach, CA 90814

P-14-1

**From:** Ellen & Jim [mailto:lnandjimkirk@earthlink.net]  
**Sent:** Thursday, October 22, 2009 5:15 PM  
**To:** 'mark.sandoval@longbeach.gov'; 'Gary DeLong'  
**Subject:** Alamitos Bay Marina Rehabilitation Project

Dear Sirs,

The purpose of this e-mail is to state my opinion on several aspects of the Alamitos Bay Marina Rehabilitation Project.

Please understand that my concerns are based on many years of boating on this bay. I am a member of and sail from Alamitos Bay Yacht Club. I am also a member of and row from Long Beach Rowing Association; and furthermore, I paddle my canoe in the Bay. In years past I have also windsurfed and swam in the bay.

Foremost in my concerns is that I do not want to lose water area by expanding any docks farther into the Bay.

P-14-2

Next, I am concerned about how the sea wall repairs will be done. I would like to see the seawalls repaired without piling rocks next to them. The wall within the ABYC basin was "repaired" by adding a pile of rocks at the base of the wall. That space used to be usable; boats were launched and moored there. That space is no longer usable. Now it collects trash.

P-14-3

I am in favor of the plans as I understand them for dredging, dock improvements as well as bathroom improvements.

P-14-4

Thank-you very much for your consideration,

Jim Kirk  
4825 E 6<sup>th</sup> St  
Long Beach, CA 90814

**JIM KIRK**

**LETTER CODE: P-14**

**RESPONSE P-14-1**

The comment is introductory and describes the commenter's familiarity with recreation in Alamitos Bay. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

**RESPONSE P-14-2**

The comment expresses concern regarding the loss of water area by the proposed expansion of the docks. The comment is a personal opinion regarding the proposed project's design and does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

**RESPONSE P-14-3**

The comment expresses concern regarding the repair of seawalls, and suggests that repairs be made without piling rocks next to the walls. The repairs to the seawalls include re-establishing the rock revetment that was an integral part of the original Marina design. A rock revetment is a standard design for waterside retaining walls and serves an engineering purpose as reinforcement to the structure.

The comment is an opinion regarding the proposed project's construction design and does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

**RESPONSE P-14-4**

The comment expresses support of the proposed project plans for dredging, dock and restroom improvements. The comment is an expression of support for the project and does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.



RIEDMAN, DALESSI & DYBENS LLP  
ATTORNEYS AT LAW

SUITE 850  
200 OCEANGATE  
LONG BEACH, CALIFORNIA 90802-4335  
TELEPHONE: (562) 436-5203  
FACSIMILE: (562) 437-8225

WILLIAM T. DALESSI  
BRUCE A. DYBENS  
  
FRED M. RIEDMAN (1903-1997)  
FRED L. RIEDMAN (RETIRED)

October 23, 2009

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

Dear Ms. Griffiths:

I am extremely sorry that I was unable to attend the Public Scoping Meeting held Thursday May 28, 2009.

I have a deep interest in the Long Beach Marina and those people who have the opportunity of using the marine waters since I was on the Long Beach City Council and participated in the development of the Marina. Obviously, this was many years ago. I have seen the development of the Marina over the years and its use by many types of activities. Certainly, human powered water craft users of all types have the right to use the Marina and I am happy to see them there.

I also served on the Marina Advisory Committee over the years and served as Commodore of Long Beach Yacht Club in 1966. I have seen the development of pleasure boating, both power and sail, become more and more important to the City of Long Beach by the activities of various yacht clubs operating in the Alamitos Bay area.

The Long Beach Yacht Club has brought great credit to the City of Long Beach by its activities in both power and sail and otherwise. The Long Beach Yacht Club has hosted so many activities that it would be difficult to have the space to list them at this point. One of the major events is the Congressional Cup which attracts the finest sailing participants worldwide and is viewed in many countries. This activity is made possible by the charitable organization which owns and operates the vessels which are sailed in that event.

The City of Long Beach receives international recognition as a result of this one event. In addition, there are any number of events involving Sabots and other small boats, which are promoted by the various yacht clubs operating within the Marina area.

RIEDMAN, DALESSI & DYBENS LLP  
ATTORNEYS AT LAW

The long dock which has been proposed and with which you are familiar is a necessary addition to marine activities. Over the course of the year, the Long Beach Yacht Club is visited by yachtsmen from every part of the west coast and otherwise. There is really no other location for the long dock which would be suitable. In my opinion, due to serving on the Marina Advisory Committee and the Long Beach City Council and as Commodore of Long Beach Yacht Club, the proposed location and anticipated use of the long dock would have no significant impact on human powered water craft users.

P-15-2

As far as aesthetics are concerned, people come to the Long Beach area and the Long Beach Yacht Club area to view yachting activities. In my opinion, the use of the long dock would provide significant interesting opportunities for non-boating citizens of Long Beach to observe all types of yachts, both power and sail, and to observe those who are involved in their operation.

P-15-3

There is a substantial amount of open water which will remain available to all activity in the bay. I hope that you will give some consideration to the thoughts which I have expressed.

P-15-4

Most cordially,



William T. Dalessi  
WTD:an

## **WILLIAM DALESSI**

### **LETTER CODE: P-15**

#### **RESPONSE P-15-1**

The comment is introductory and describes the commenter's interest in Long Beach Marina due to his participation in the development of the Marina, and serving as a previous City Council member, on the Marine Advisory Committee and as a Commodore of the Long Beach Yacht Club. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-15-2**

The comment expresses support for the proposed long dock and states the opinion that it would have no significant impact on human powered water craft users. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-15-3**

The comment expresses the opinion that aesthetically, the proposed long dock would contribute to the public's ability to observe all types of yachting and boating activities. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-15-4**

The comment is a conclusion stating that there is a substantial amount of open water that will remain available to all bay activities. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.



Bill Waterhouse  
<belshore@verizon.net>

10/30/2009 09:32 AM

To Jill Griffiths <Jill.Griffiths@longbeach.gov>  
cc Mark Sandoval <Mark.Sandoval@longbeach.gov>  
bcc

Subject Re: Alamitos Bay Marina Draft EIR

Jill, Mark -

Can I please have a copy of the new Marina design for Basin 4 that was shown at the October 22 meeting?

How does this new design affect the number and size of slips in Basin 4?

Also, at the meeting Mark indicated that the waiting list was one of the reasons for the proposed changes in slip sizes.

Can I please see a copy of the Alamitos Bay Marina waiting list, or some summary of the waiting list?

Finally, what is the current policy on obtaining a slip in Alamitos Bay Marina - are any slips still being held for the rebuild or are all of the currently existing empty slips available now for rental?

Thank you,

Bill Waterhouse

P-16-1

## **BILL WATERHOUSE**

### **LETTER CODE: P-16**

#### **RESPONSE P-16-1**

The comment is a request for information regarding the design and layout of the docks in Basin 4 as discussed at the October 22, 2009 public meeting. The comment also requests information regarding the Marina slip waitlist and policies. The City staff has provided the commenter with the requested documents. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.



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

11/17/2009 05:12 PM

To <Jill.Griffiths@longbeach.gov>  
cc ""Katrin Gleie" <coachkatrin@gmail.com>, ""Iiza luna" <lmluna@sbcglobal.net>, ""Jim Litzinger" <jim@intercat.com>, ""AC du Pont" <acdupont4@gmail.com>, ""John Nunn" <john\_nunn@cox.net>, ""Larry Hambleton" <chief.ham@verizon.net>, ""Scott Renner" <europasr2@yahoo.com>, ""John VanBlom" <j.vanblom@verizon.net>, <twhinfrey@oriondsi.com>

bcc

Subject Alamos Bay Marina Rehabilitation Project Draft Environmental Impact Report Comments

Dear Ms. Griffiths,

This e-mail is in response to your letter of October 8th about the subject comments being due to your office by November 23, 2009. Attached is a scanned copy of comments we are sending you by US Mail. If you have any questions, let us know.

Thank you.

Sincerely,



Don and Judy Bogart 2009-11-17 Marina Draft EIR.pdf

Judy and Don Bogart  
5786 Campo Walk  
Long Beach, CA 90803  
November 18, 2009

Jill Griffiths, Advance Planning Officer  
City of Long Beach Development Services  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

Subject: Alamitos Bay Marina Rehabilitation Project Draft Environmental Impact Report

Dear Ms. Griffiths:

In accordance with your "Notice of Availability" letter dated October 8, 2009, and in addition to those we submitted to you on June 10, 2009, here are comments by section on the subject Draft Environmental Impact Report.

**4.11.7 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

No potentially significant impacts to recreational resources have been identified and no mitigation is required. Therefore, there are no significant unavoidable adverse impacts of the proposed project related to recreational resources.

Comments:

Section 4.11 is entitled "Recreation" but mentions nothing about the significant impact the narrowing of Marine Stadium would have on youth athletics in Long Beach. Marine Stadium was built for rowing in 1932 and remains vital to high school, college, and adult team rowing. And beyond absorbing often otherwise misplaced youthful energy, rowing in the channel currently comprising Marine Stadium has provided opportunities to local youth that are unavailable elsewhere. Please see for an example, the November 9, 2009, Los Angeles Times article written by Eric Sondheimer about Rebeca Felix earning a scholarship to Stanford. And according to the story, Ms. Felix's route to higher education is not unique. Last year eleven girls used rowing as a means to college. Narrowing the channel would impact training and competitions as fewer lanes would be available for the racecourse and for the space needed on the sides of the course for teams rowing to starting positions.

Should the environmental legacy our generation leaves to Long Beach Marina be a parking lot for more voluminous yachts or a commitment to the success of future generations of youth?

**4.12.4.2 Potentially Significant Impacts**

No potentially significant impacts were identified. Although no mitigation is required, Mitigation Measure 4.12-1 is included to ensure that construction traffic impacts associated with implementation of the project would be less than significant throughout each phase of the project.

**Comments:**

Section 4.12 is supposed to be about traffic, transportation and circulation but says nothing about the impacts on boat traffic and circulation of the proposed docks and tied-up boats extended into the existing open waterway. Docks extended into areas which are now open waterways will impact boat traffic, transportation and circulation. The narrowing of Marine Stadium would force power boat traffic from the Davies Launch Ramp and human powered traffic into narrower channels. Eastbound traffic would be squeezed at the approach to the Davies Bridge all the way out to the east end of the 2000 meter long Marine Stadium. This squeezing would continue around the corner and then southbound past the Long Beach Yacht Club toward the wider part of Alamitos Bay.

P-17-2

**4.7.7 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

Implementation of Mitigation Measures 4.7-1 through 4.7-7, described above, would reduce potential project and cumulative hydrology and water quality impacts to less than significant levels. Therefore, there are no significant unavoidable adverse impacts of the proposed project related to hydrology and water quality.

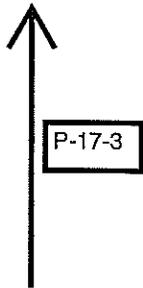
**Comments:**

A new dock is proposed in the north-south channel adjacent to the Long Beach Yacht Club. This channel is relatively narrow compared to the wider part of Alamitos Bay to the south. Much of this channel is bounded on both sides by seawalls so wakes and waves in this channel are reflected from seawalls rather than being dissipated. As a result the water in this channel is often rougher than the water anywhere else in Alamitos Bay. When a southerly wind is blowing the rough water is worse as wind and waves are funneled northward through this channel from the wider area of Alamitos Bay. This funneling action would be aggravated by the installation of a dock. With boats attached to this proposed dock the width of the channel would be decreased approximately 10%. As the wind would run through this narrowed canyon of boats and seawalls the wind's speed could conceivably increase 10% with the wind's drag on the water increasing as the square of the wind's velocity. Larger wind waves would result and such waves increase the difficulties of navigating small human powered craft. This coupled with the new complexity of seeing and avoiding yachts rapidly northbound on the west side of this channel while obscured by the new dock and attendant boats would make the corner at the existing east-west dock and the proposed north-south dock a safety hazard for small boaters approaching from the west.

P-17-3



Before this north-south dock is approved, an analysis should be conducted on the resulting effects on waves in this channel. This analysis should be accompanied by simulated views at this corner showing the proposed dock and attached boats from the standpoints of a racing yacht approaching from the south and a human powered boat approaching from the west. Considering the effects of the wind and waves on the large boat and the abilities of the two navigators to see each other, a determination should be made to find out if the two boats would be able to see and then avoid each other.



If you have any questions, please feel free to contact us.

Sincerely,

A handwritten signature in cursive script that reads 'Judy &amp; Don Bogart'.

Judy and Don Bogart

e-mail: [jdbogart@self-serv.net](mailto:jdbogart@self-serv.net)

Home phone: 562 439-3119

## **DON AND JUDY BOGART**

### **LETTER CODE: P-17**

#### **RESPONSE P-17-1**

This comment states that EIR Section 4.11, Recreation, does not address the impact that narrowing the channel would have on Marine Stadium and youth athletics in Long Beach. The comment further states that narrowing the channel would result in fewer available recreational lanes. See Response P-2-1, which clarifies the boundaries of Marine Stadium as a locally Designated Historic Resource from north of the Second Street Bridge. However, it should be noted that waters extending from Marine Stadium and beyond the Second Street Bridge still provide 2,000 meters (m) of straight water, which is the standard sprint distance for national and international rowing. The original rowing course as constructed for the 1932 Olympics contained four lanes (see DEIR Figure 4.4.2). With project implementation, four lanes would still be available for use in rowing competitions and practices.

As discussed in the DEIR, Section 4.11, the proposed project includes an extension of docks from Basins 3 and 4 into the Marina Channel that would result in a loss of 35 ft of the overall Channel width. Therefore, the encroachment from the project improvements would result in a final Marina Channel width of 295 ft., which is considered consistent with the Department of Boating and Waterways (DBAW) design guidelines for marina channels and is suitable for effective navigation. There is not anticipated to be any substantial effect on usefulness or recreational use of this channel based on the proposed width. Therefore, the DEIR concluded that the proposed extension of the docks would have a less than significant impact on boat traffic and recreation.

#### **RESPONSE P-17-2**

This comment states that EIR Section 4.12, Traffic and Circulation, does not address the boat and traffic circulation impacts from the proposed extension of the docks into existing channels. The comment further states that boat traffic from the Davies Launch Ramp would be forced into narrower channels. The project does not include any improvements in the waters adjacent to the Davies Launch Ramp and would therefore not have any effect on the width of the navigable waters near the launch ramp. See Response P-17-1 for clarification of the analysis regarding the narrowing of Marina Channel between Basins 3 and 4.

Based on the proposed preliminary design and layout, the existing long dock would be extended south and southwest around the around the bulkhead corner located adjacent to the Long Beach Yacht Club (LBYC). The existing channel width between the seawall along the LBYC and the channel seawall at Basin 2/Basin 3 is 404'. The proposed long dock would cause an overall reduction of 22' in the main channel. The final channel width would be approximately 382'. There is not anticipated to be any substantial effect on usefulness or recreational use of this channel based on the proposed width. Therefore, the Draft EIR

concluded that the proposed extension of the docks would have a less than significant impact on boat traffic and recreation.

### **RESPONSE P-17-3**

The comment quotes the conclusion regarding significant impacts from EIR Section 4.7, Water Quality. However, the comment is actually a concern regarding the proposed extension of the long dock adjacent to the Long Beach Yacht Club and what wind wave effects could result from implementation of the dock. The comment requests that an analysis of waves in the channel be conducted and that a view analysis be provided to determine whether two approaching vessels could safely see and avoid each other.

As stated in the comment, portions of the Marina Channel are bound on both sides by seawalls. The area in the vicinity of the proposed long dock (and in fact the entire Alamitos Bay Marina) is located within a protected bay, protected from normal wave actions from the ocean. According to City officials, the only wave issue is from vessels travelling at speeds that are illegal. In a significant storm situation, boats tied along the proposed long dock would be moved to other locations; the long dock is not a permanent boat storage location but rather is intended to be used on a temporary basis during special events or by visitors to the Marina.

The comment erroneously states that the width of the channel would be decreased by 10 percent due to the long dock. The actual reduction is approximately 22 feet, or approximately 5.4 percent, as clarified in Response P-17-2.

The issue of boater safety and visibility is affected by many factors, including the design of the Marina facilities. The DEIR analyzed the proposed project's consistency with the California Department of Boating and Waterways' (DBAW) Small Craft Harbor Design Guidelines, since compliance with DBAW's design criteria would normally be sufficient for DBAW to approve any Marina design changes. The proposed project is consistent with DBAW Guidelines for interior channel design. Further, as stated in the DEIR, assuming that the design width of the Marina Channel exceeds all design standards, the safety of competing users is contingent upon common sense and rules of the road. The design of the proposed project has been assessed and all DBAW waterway minimum design requirements are met or exceeded. All recreational users in the Bay waters are responsible to be aware of the basic navigational rules (e.g., maintain a safe speed at all times so that action can be taken to avoid collisions; vessels under power should alter their course to starboard so that each will pass to the port side of each other; the sailing vessel that has the wind on the port side shall keep out of the way of the other; boats shall keep to the starboard side of narrow channels whenever safe and practicable; motorboats shall keep out of the way of sailing vessels or human-powered craft where courses involve the risk of collision).

The DEIR concluded that, because the proposed project's final design width is consistent with DBAW Marina design standards, safety effects resulting from the change in channel width associated with construction of the docks in Basins 3 and 4, and/or the extension of the long dock, are considered to be less than significant.

Wilbur W. Lorbeer  
Lorbeer Equity Management  
5320 East Second Street Suite 9  
Long Beach, California 90803  
(562)434-5785 (office) (562)438-9116

November 19, 2009

Jill Griffiths  
Planning Bureau, Development Services  
City of Long Beach  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, California 90802

Dear Ms. Griffiths:

The original Basin 4 design was developed in cooperation with the Marine Bureau and a committee of boat owners who moor their boats in Basin 4. It was important to these owners that they participate in the development and be informed of progress made. It is now our understanding that the Marine Bureau has changed the original plan and removed a number of slips that were once part of Basin 4 remodel plan.

It is estimated that due to the loss of these slips, income to the City will be reduced by approximately \$50,000 annually, if not more.

It is irresponsible on the part of the Marine Department to pass up the opportunity to increase the revenues to the City due to the deletion of these slips.

I hope you will reconsider these changes as the potential income loss is very significant.

Sincerely,  
Bud Lorbeer

**RECEIVED**

NOV 23 2009

PLANNING BUREAU

**WILBUR W. LORBEER**

**LETTER CODE: P-18**

**RESPONSE P-18-1**

This comment expresses concern that any reduction in the proposed design of Basin 4 (fewer slips) would reduce City revenues and potential income related to the Marina. The comment does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

November 23, 2009

Jill Griffiths, Advance Planning Officer  
City of Long Beach, Department of Development Services  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Ms. Griffiths:

I am writing in response to the **Draft Environmental Impact Report – Alamitos Bay Marina Rehabilitation Project**. I've had an opportunity to review the document and have a number of questions and concerns about the planned project and the DEIR.

P-19-1

My primary concern with the project is the potential for the loss of additional waterway in Alamitos Bay. In 1999 The Alamitos Bay Master Plan recommended that, "The width of the navigable channel should be maintained in all cases." Yet since 1999, the City has taken waterway from Alamitos Bay through the implementation of multiple yacht slips near the Pacific Coast Highway Bridge, the addition of permanent docks to the City maintenance yard near the boat launch, and by allowing the ongoing permanent mooring of boats in the navigable channel near the Sea Scouts facility.

P-19-2

The DEIR notes that the *No Build* option would be the least environmentally invasive and would take no additional waterway and even the *Reduced Project Alternative* would eliminate construction of the long dock and some slips in Basin 4. While I support the reconstruction of various boat slips and the creation of ADA access throughout the identified project areas, the permanent taking of existing waterways to create slip and dock space is akin to taking parklands to allow recreational vehicle parking. A scaled back version of the proposed project that would not take any of the existing waterways is the best option for all of the current waterway users – dragon boaters, kayakers, outrigger paddlers, rowers, paddle boarders, swimmers, fisherman, and all sailors – not just a relatively few members of the Long Beach Yacht Club or those sailboat owners leasing space in Basin 4 of Alamitos Bay.

P-19-3

Sincerely,

  
Michelle Mowery  
Long Beach, CA 90807

## **MICHELLE MOWERY**

### **LETTER CODE: P-19**

#### **RESPONSE P-19-1**

The comment is introductory and does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-19-2**

The comment expresses concern regarding the loss of additional waterway in Alamitos Bay and references the Alamitos Bay Master Plan recommendations regarding maintaining the width of navigable channels. The comment is related to the project design and does not contain any substantive comments or questions about the analysis in the DEIR. However, all channel widths proposed by the project meet or exceed DBAW requirements, as reported in the DEIR and described in Response P-17-3.

#### **RESPONSE P-19-3**

The comment states a preference for a project alternative that would eliminate construction of the long dock and some slips in Basin 4. The comment will be transmitted to the decision makers for their consideration. The comment is related to the project design and does not contain any substantive comments or questions about the analysis in the DEIR. Because the comment does not address environmental issues, no further response is necessary.

HAND DELIVERED

November 23, 2009

Jill Griffiths, Advance Planning Officer  
City of Long Beach Development Services  
333 West Ocean Boulevard, 5th floor  
Long Beach, CA 90802

Re: Comments on the DEIR for the Alamitos Bay Rehabilitation Project

Dear Ms. Griffiths:

Attached please find my comments on the above-referenced DEIR.

Please do not include my address in the EIR.

Thank you.

Very truly yours,

*William L. Waterhouse*

William L. Waterhouse

P-20-1

**RECEIVED**  
NOV 23 2009  
PLANNING BUREAU

**Comments on the Draft Environmental Impact Report  
for the Alamitos Bay Marina Rehabilitation Project**

**I.**

**The Project Description in DEIR Fails to Fully  
Disclose the Elimination of 591 Small Boat Slips**

The Notice of Preparation for this project did not disclose that any slips would be eliminated. The DEIR states that the new marina will have 321 fewer slips. DEIR p. 3-5. However, it does not disclose that a significant number of large slips to be added and that a huge number of small slips are to be eliminated by the proposed project. Instead of forthrightly disclosing in the DEIR text that a major shift to larger slips is proposed, the magnitude of this shift is seen only through careful analysis of the data provided in tables of the DEIR.

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

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

**ALAMITOS BAY MARINA SLIP SIZES**

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

Source: Slip size from Table 3.B; current 2009 slip fees provided by ABM staff and attached hereto as Attachment A.

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



**Comments on the Draft Environmental Impact Report  
for the Alamitos Bay Marina Rehabilitation Project**

Because larger slips occupy more space than small slips the overall number of slips available will be reduced by 321 slips, from 1,967 existing to 1,646 new slips. The DEIR asserts the reduction in slips is not an adverse impact on recreation because, through a two-year attrition program that has prohibited new marina customers owning small boats from occupying those slips proposed for elimination that have been vacated, the number of marina current marina customers has been reduced to only 1,430. (DEIR p. 3-6.) The DEIR states that current marina customers will be provided with a slip after the rebuild, even if the slip is too large for the boat. (DEIR p. 3-5). What is not explicitly acknowledged is that once current small-boat customers leave and their vacated larger slips are subsequently occupied by boats the size of the new slips, new customers with small boats will not have a place in the new marina.

P-20-1

"An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185. The EIR should be revised to provide fair notice to recreational boaters that a large number of small slips are being eliminated and the project description should be recirculated for public comment.

**II.  
Reducing the Number of Small Slips Constitutes a  
Significant Adverse Impact Upon Recreational Opportunities**

The DEIR finds no adverse impacts on recreation (DEIR pp. 1-79 - 1-80) even though the project will eliminate 591 small slips and a total of 321 slips overall. This conclusion of the DEIR misperceives the function of a public marina and coastal policy. As discussed more fully below, California Coastal Act statutory policy promotes "increased recreational boating use for all (not merely serving current customers and aggressively emptying small slips though attrition) and especially seeks to protect "lower cost . . . recreational facilities."

By reducing the overall number of slips and greater reducing the number of inexpensive small boat slips, the current project design constitutes a significant adverse impact upon recreational boating. The EIR should be revised to disclose this impact and discuss measures to mitigate or avoid this impact.

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

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

P-20-2

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

**Comments on the Draft Environmental Impact Report  
for the Alamitos Bay Marina Rehabilitation Project**

**SLIP OCCUPANCY AND DEMAND BY SLIP SIZE**

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

P-20-2

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

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

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

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

P-20-3

This attrition program aimed squarely at smaller slips has almost certainly reduced the number of occupied small slips (and new additions to the small boat waiting list) far below that which

### Comments on the Draft Environmental Impact Report for the Alamitos Bay Marina Rehabilitation Project

would have occurred if those small slips had been held open on an equal basis with the larger slips. In a recent interview with a local boating organization, Alamitos Bay Marina management admitted that small boat owners were being discouraged from locating in the marina and that the existing demand for 20' slips would not be met by the proposed slip mix:

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

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

P-20-3

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

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

It is a violation of CEQA to begin implementation of a project prior to completion of CEQA review. See Save Tara v. City of West Hollywood (2008) 45 Cal.4th 116, (it was a CEQA violation to evict tenants prior to CEQA review of the proposed demolition of a residential building).

The EIR should be revised to disclose the 20' slips that have already been demolished and explain why it was appropriate to conduct this demolition and attrition program (with a corresponding loss of marina revenue from slip rents) prior to completion of the CEQA process, public review, or project approval. The EIR should include a discussion of mitigation measures for this demolition, as discussed below.

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

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

P-20-4

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**III.**

**The DEIR Fails to Adequately Analyze Impacts Upon  
Other Small Boaters and the Historic Olympic Rowing Course**

**A. The Traffic Section Only Analyzes Minimum Channel Widths Needed for Navigation. Not the Dimensions Needed for a Competitive Rowing Course**

The DEIR fails to acknowledge the public controversy concerning the proposed expansion of the marina footprint that will impact the competitive 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 as shown in the DEIR 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.

Although this controversy over the competitive rowing course has been the subject of a number of *seriatim* private meetings between marina staff and various stakeholders, at least one public meeting, and press coverage, the DEIR fails to discuss it at all. Instead, the DEIR buries the issue in the "traffic" section of the DEIR, explaining only that the marina will still meet the minimum DBAW navigation standards for channel width. DEIR p. 4.12-9.

P-20-5

Plainly minimum DBAW standards are not the issue. The issue is whether the new marina design will prevent continued use of the standard 2,000 meter rowing course of Marine Stadium. This 2,000 meter rowing course was used in the 1932 Olympics. A modified 2,000 meter course (modified because the north end of Marine Stadium had been filled in) was used for the rowing and canoeing trials for the 1968 Olympics. The DEIR contains no discussion of the 2,000 meter rowing course or how the project will impact the rowing course.

**B. The Historic Resources Section of the DEIR Avoids Discussion of Rowing Course Impacts by Improperly Redefining Marine Stadium Boundaries**

The DEIR refused to discuss impacts on the the 2,000 meter rowing course in the cultural/historic resources discussion on grounds the rowing course purportedly "retains no original integrity and does not contribute to the [historic] eligibility of Marine Stadium." DEIR p. 4.4-6. The DEIR reaches this conclusion based upon the 1955 construction of the Second Street bridge over the rowing course. The DEIR asserts that the bridge construction irretrievably changed the rowing course and destroyed its historic integrity. DEIR p. 4.4-5. Therefore, the historic resources discussion in the DEIR omits any discussion of project impacts upon the rowing course south of the Second Street Bridge.

However, in the Cultural/Historic Resources Report in Appendix D of the DEIR the reader learns that in 1992, decades after construction of the bridge, the Long Beach City Council, through adoption of Resolution C-25635, designated the Marine Stadium rowing course as a California Historical Landmark. See Appedix D of the appendices to the DEIR. The documentation supporting the City Council's historic designation stated, in relevant part: "When updating the venue for the subsequent [1968] Olympic Trials, there was a modification in the site which shifted the starting line from what is now the second street bridge to its present position, near the Long Beach Yacht Club." See "Historic Resources Inventory" in Appendix D of the DEIR

P-20-6

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appendices. Thus, the historic designation plainly included recognition of the reconfigured rowing course south of the Second Street Bridge and abutting Basin 4.

Finding it an inconvenient fact that the historic Marine Stadium rowing course boundaries protruded into the project area of the marina rebuild, the EIR consultant *actively sought to change the boundaries of official state landmark designation* of the Marine Stadium rowing course. See DEIR Appendix D, pp. 21-22. The EIR consultant asserted that the historic boundaries were not "clearly defined" in the historic application and that Long Beach Municipal Code definitions (plainly adopted for other purposes) should be substituted for the historic boundaries adopted by the City Council. (*Ibid.*)

This discussion in DEIR Appendix D simply ignores the quote above from the historic application recognizing that the rowing course had been moved south of the Second Street Bridge near the Long Beach Yacht Club. It also ignored the fact that the City Council's 1992 resolution designating the historic landmark status *included the boundaries of Marine Stadium as defined through a legal description of metes and bounds*. An EIR consultant cannot properly trump such an official City Council resolution officially defining the Marine Stadium boundaries - - the Council plainly meant to include the *entire* rowing course in its designation. The EIR consultant's action attempting to change the historic landmark's boundaries constitutes project advocacy and creates improper bias in the cultural/historic analysis.

P-20-6

The EIR should be revised show the Marine Stadium historic boundaries as adopted by the City Council. It should provide a complete review of impacts upon the Marine Stadium 2,000 meter competitive rowing course and an analysis of how the Basin 4 components of the proposed project that protrude into the existing channel would impact the rowing course. Because this analysis was improperly excluded from the DEIR by the EIR consultant it should be recirculated for public review and comment.

**C. The New "Compromise" Plan for Basin 4 Requires Public Review**

The ABM staff held a public meeting on the rowing course impacts issue on October 22, 2009. At this meeting members of the general public learned of various prior meetings between the marina staff, rowing interest groups, and the Long Beach Yacht Club concerning the Yacht Club's desire to expand its slips and long dock into existing open water in the channel. Rowing groups had asserted that allowing the Yacht Club to construct new slips and a long dock that would protrude into the channel would obstruct competitive rowing events. At the October 22nd meeting it was learned that a proposed compromise plan had been negotiated between these two conflicting interest groups and marina staff. A new design for Basin 4 (occupied by boats owned by members of the Long Beach Yacht Club) was shown on a screen that memorialized the compromise and showed changes in the extent that new Basin 4 slips and the new long dock would protrude into the channel. *This new design is not included in the DEIR and the project description of the DEIR is inadequate for that reason.*

P-20-7

In the public comment period of the October 22 meeting, it became apparent that a number of rowers were not satisfied with the compromise plan and did not want any change to the existing current marina footprint abutting the channel. It also became apparent that the interests of casual small boaters, including the large great number of kayakers and other small boaters who use this channel to circumnavigate Naples Island, apparently had been left out of the private meetings where the proposed Basin 4 compromise was negotiated.

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Plainly, this key issue should have been discussed in the DEIR. The EIR must be revised to show the 2,000 meter rowing course and the new Basin 4 proposed "compromise" design. It should show the dimensions of the new marina plan and discuss whether there are any conflicts between use of the 2,000 meter course, the concurrent use of the channel by other (non-rowing) boaters during competitive rowing events, and the marina design. This new analysis should be provided for additional public comment.

P-20-7

**IV.**

**The Proposed Project Does Not Comply with Coastal Act Policies**

**A. Relevant Provisions of the California Coastal Act**

The following statutory provisions of the California Public Resources Code will govern the Coastal Commission's review of this proposed project:

**Section 30210 of the Coastal Act states:**

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and *recreational opportunities shall be provided for all the people* consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. (Italics added.)

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**Section 30213 of the Coastal Act states:**

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

**Section 30224 of the Coastal Act states:**

*Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors,* limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land. (Italics added.)

**Section 30234 of the Coastal Act states:**

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and *recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided.* Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry. (Italics added.)

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In Table 4.A the DEIR finds that the proposed project complies with these and other Coastal Act policies. As discussed below, it does not.

#### B. The Proposed Slip Mix Eliminates Lower Cost Recreational Facilities

The DEIR wholly ignores the economic impacts of the proposed elimination of 591 small slips on boaters, including the low- or average-income boater. The discussion should have been included in an analysis of compliance with Coastal Act Section 30213, requiring the provision and protection of "lower cost recreational facilities." However, this is the entire text of the discussion of Section 30213 that appears in the DEIR:

"The proposed project includes renovations to several publicly accessed areas and walkways within the Marina. In addition, the project does not remove or preclude the use of passive recreational activities currently available in the Marina, such as sightseeing, and ensures that public access to low-cost recreational facilities is protected and enhanced. Therefore, the proposed project is consistent with Coastal Act Section 30213." DEIR p. 4.8-14.

Thus the DEIR fails to even broach the subject of the costs of boating and whether the proposed project will reduce the availability of "lower cost recreational opportunities."

The costs of boating by boat size have been estimated below by sampling from current classified ads in two local boating periodicals (attached hereto as Attachments D and E). As shown in the table below, the costs of an entry level (18 to 25 foot) boat is relatively affordable. However, as boat sizes increase, the cost of boating escalates exponentially. Moving from a 26'-30' to a 31'-35' sailboat increases the purchase cost by about 70%. A power boater making a similar size increase finds purchase costs, on average, more than double. New boats, of course, are often many multiples of the used boat costs shown below. Slip fees also increase rapidly with slip size, as shown below:

#### ESTIMATED COST OF USED BOATS

<u>Length (ft)</u>	<u>Average Asking Price</u>		<u>Slip Fee</u>
	<u>Sail</u>	<u>Power</u>	
18 - 25	\$7,500	\$17,000	\$164.45 (20') / \$256.95 (25')
26 - 30	\$24,750	\$28,000	\$370.00 (30')
31 - 35	\$41,900	\$60,000	\$471.60 (35')
36 - 40	\$60,200	\$122,000	\$584.65 (40')
41 - 50	\$133,000	\$172,000	\$688.55 (45') / \$787.90 (50')

Source: Calculated from classified ads, Nov. 13-26, 2009 The Log, pp. 49-50 (Attachment D); Flying Cloud Yachts classified ad in Dec. 2009 Yachts for Sale, pp. 22-23 (Attachment E; slip fee schedule provided by Alamos Bay Marina staff (Attachment A).

Raising the costs of boating and reducing the number of small boat slips conflicts directly with California Coastal Act Section 30213 policy: "Lower cost visitor and recreational facilities shall



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be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.”

Decreasing the number of overall slips conflicts with Coastal Act Section 30224 policy that promotes additional slips: “Increased recreational boating use of coastal waters shall be encouraged . . . by . . . providing additional berthing space in existing harbors . . . .”

The proposed project does not conform with either of these policies. The proposed project only enhances recreational opportunities for larger sailboats and powerboats by creating additional larger slips. It reduces the recreational opportunities for all other boaters by reducing the overall number of slips and greatly reducing the number of small slips. These conflicts between the proposed project and Coastal Act policies must be fully acknowledged and discussed in the EIR.

The stated justification in the DEIR for the change of slip mix is essentially that City staff had discussed appropriated slip mix with Coastal Commission staff around 10 years ago. (See DEIR pp. 3-5, 4.11-3.) Whatever Coastal Commission policy may have existed 1999 is no longer relevant. Only last month the Coastal Commission modified the plan for the proposed Dana Point Marina renovation, including a “no net loss” of slips policy or, if that was infeasible, a loss of no more than 155 slips. Moreover, the Commission required for Dana Point that the average slip length not exceed 32 feet. (See The Log, Oct. 16-29, 2009, p. 19.) The instant Alamitos Bay proposal eliminates 321 slips and increases the average size of Alamitos Bay slips from the current 31.25 feet to 35.8 feet after the rebuild, well above the limits imposed by the Coastal Commission at Dana Point.

Attachment B provides slip sizes for all three of the City of Long Beach municipal marinas. This proposed project, combined with the Downtown and Rainbow Marinas, would reduce the number of slips sized 30’ and under available in all Long Beach municipal marinas from 49% to 37%. If only 165 20’ slips are built in the new Alamitos Bay marina, then 20’ slips would constitute only 5% of all slips in the three Long Beach municipal marinas because there are no longer any 20’ slips in the Downtown or Rainbow marinas. Similarly this project would result in a reduction of the number of 25’ slips to only 8% of all slips in the three Long Beach marinas -- there are only nine 25’ slips in the Shoreline Marina and none in Rainbow Harbor. These small boat slip percentages do not meet the needs of small boat owners in the Long Beach area, including lower-income boaters. Boaters generally start with a small boat and then, after time and growth in income, then often buy a bigger boat. Where will the next generation of boaters come from if slips for entry-level boats are no longer available?

**C. Were the 189 Twenty Foot Slips Demolished Without Permits?**

As discussed above, 189 of the 445 20’ slips in the Alamitos Bay Marina have been demolished in order to permanently remove 20’ boats, leaving empty gangways. A review of Coastal Commission agendas posted on the Internet does not reveal any application for, or the granting of, any Coastal Development Permit for this demolition activity.

Did the City obtain City permits for this demolition?

Did the City obtain Coastal Development permits for this demolition?

If not, why not?

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**V.**

**The DEIR Fails to Adequately Discuss GHG Impacts**

**A. The Failure to Quantify GHG Boat and Auto Emissions**

The DEIR concludes states the project will have a less than significant cumulative impact as a result of greenhouse gases (GHGs) emitted by boats berthed at the marina because no additional boats or slips would be added. DEIR p. 4.2-43. It is unclear how the DEIR reaches this conclusion, because in an earlier discussion it is admitted that the project will result in larger boats, but the EIR consultant then refuses to quantify operational emissions, asserting:

“[I]t would be speculative to forecast the usage patterns or engine efficiencies of the larger boats, similar to trying to predict the types of cars that utilize a given parking lot or the length of time that they would be parked. Therefore, it is too speculative to indicate that the change in the number or size of Marina slips would result in a change in contributions to GHG emissions, either positive or negative.” DEIR p. 4.2-37

As the EIR consultant knows (or should now), it is quite possible to calculate reasonable estimates of the emissions from boats and cars. EPA, CARB and SCAQMD do this type of analysis all the time. The construction emission calculations included in Appendix B of this DEIR are far more complicated than any quantification of boating emissions would have been.

If the marina were to be rebuilt using the same slip mix, with no increase in larger slips, then it could be permissible to conclude that the project will have no GHG impacts and omit quantification of those emissions. However, the proposed project results in many more large boats than presently operate at the marina. With more large boats, it can be reasonably assumed that overall operational emissions in the marina will increase, just as replacing small cars with a slightly smaller number of SUVs would be expected to result in greater emissions.

The EIR should be revised to include a reasonable quantitative estimate of operational emissions from boats and cars.

In order to reduce future operational emissions, the EIR should include discussion of mitigation measures that would reduce future operational emissions of GHG gases. For example, the marina staff should consider giving preferences on the waiting list and/or reduced slip fees for boats with lower emissions, including but not limited to:

- electric boats (e.g. Duffys)
- clean diesel powerboats and sailboats
- small powerboats and sailboats with clean 4-stroke outboards
- boats with diesel-electric or other low-emissions propulsion systems

The EIR should discuss these and other mitigation measures for operational GHG emissions.

Finally, Assembly Bill 32 requires an 80% reduction in 1990 GHG levels by 2050 in California. Recreational boating needs to be a part of these GHG reductions. This marina project is designed for at least a 40-50 year life, if not longer. The marina should include policies that will reduce GHG emissions over time. How does the marina rebuild design allow for future compliance with AB 32 goals?

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**B. Green Design Elements Should Be Included in the Restroom Design**

The project includes renovation of 13 marina restrooms. These restrooms should be designed to LEEDS standards. In addition, because the Southern California climate is so mild, the restrooms should be designed to utilize natural light and have a large amount of natural ventilation. The existing restrooms in the marina, with tiny windows and little ventilation waste large amounts of energy when the heating systems are turned on in the winter and become stifling in the summer. It should be possible to eliminate natural gas powered air and water heating systems in the new restrooms with passive solar design and solar water heating systems. Ample windows that can be opened for maximum ventilation would make the restrooms much more comfortable in the summer. White roofs on the restrooms would reduce the albedo. The EIR should include discussion of these measures to reduce energy consumption and GHG emissions from use of the restrooms.

P-20-11

**VI.**

**The Discussion of Pile Driving Noise Impacts Should Be Expanded**

The DEIR indicates that in the marina rebuild 808 piles will be removed and will be replaced by 620 new piles. DEIR p. 3-7. The EIR does not provide any discussion of why all of the piles must be replaced. The EIR should be revised to explain whether any existing piles can be reused, or if not, why not.

The DEIR states that pile driving will cause significant noise impacts to residences near the marina. DEIR p. 4-9-10. Some residences are as close as 100' from the construction area. DEIR p. 4-7. However, the noise impact section of the DEIR fails to provide a map of the residences affected, a description of the duration of the noise impacts, or a diagram showing the contours of the noise impacts. Such information is normally provided in EIRs when significant noise impacts are found.

P-20-12

The EIR should be revised to provide a diagram showing the areas within significant noise impact contours from pile driving and the duration (in number of days) that the noise will be experienced from the pile driving activity. The mitigation listed in the DEIR -- restricting operations before 7 am and after 7 pm -- may not be sufficient where residences are located very close to the pile driving. More restrictive noise mitigation should be discussed.

**VII.**

**The EIR Should Be Revised to Include a Better  
Alternative Project that Mitigates the Loss of Small Boat Slips**

The EIR should be revised to include discussion of two project design alternatives to mitigate the loss of the 591 small boat slips.

The first alternative is obvious and now should be included in the EIR:

- a rebuild of the marina with the current slip mix, while meeting ADA and other relevant new requirements.

P-20-13

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The EIR also should be revised to include a second alternative:

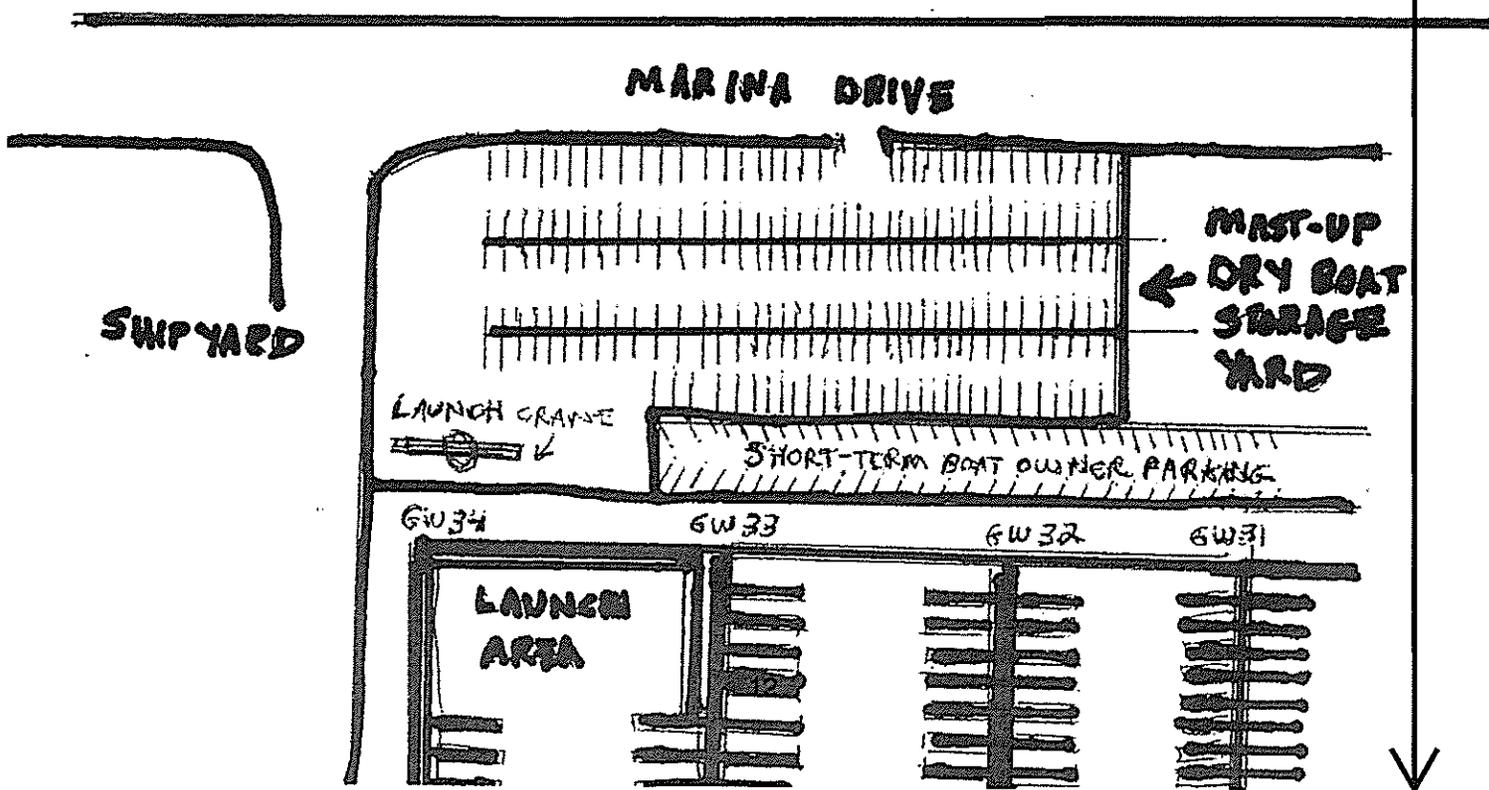
- a rebuild of the marina with a mix of slightly larger slips, complying with all ADA and other requirements, with the loss of small slips mitigated by creation of an equal number of substitute dry boat storage spaces for small 20', 25' and 30' boats.

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

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

As noted in the DEIR, the marina has large areas of surplus parking. Part of this excess parking area could be utilized to provide new dry storage for sailboats. The parking area adjacent to the Naples Shipyard would be a prime location for such a dry storage area. The Shipyard could be contracted to operate the launching crane (or cranes). This new dry storage area, located south of the Second Street Bridge, would allow sailboats to have mast-up storage. A conceptual design for this dry storage area is shown in the rough diagram below:

#### CONCEPTUAL PLAN FOR MAST-UP DRY STORAGE AREA



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A second dry storage area for small power boats (that are not constrained by the height of the Second Street Bridge) could be located by expanding the existing storage yard in Marine Stadium. In the unlikely situation that the demand for replacement dry storage proved to be lower than the number of small slips that are being eliminated, the dry storage area could be easily down-sized. (This is not true of the ugly stacked dry storage building concept discussed and rejected in the DEIR.)

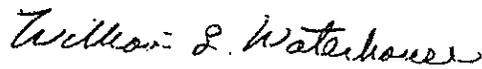
The provision of dry storage would have air quality benefits because many trailer-towing trips would be eliminated, reducing air emissions by towing vehicles. Adding new dry storage areas would mitigate the loss of slips for small boaters, increase City project revenues and promote Coastal Act policies.

The EIR should be revised to include discussion of this alternative.

Thank you for your consideration of these comments.

Dated: November 21, 2009

Very truly yours,



William L. Waterhouse



P-20-13

# LONG BEACH MARINA SLI

<u>Slip Size</u>	<u>2009 Fee</u>
20	<del>\$</del> 164.45
25	256.95
30	370.00
35	471.60
40	584.65
45	688.55
50	787.90
55	929.50
60	1,014.00
70	1,262.90
80	1,534.70
90	1,829.30
100	2,146.70
110	2,487.00
120	2,850.10

**Slip Status  
October 31, 2009**

<u>SLIP SIZE</u>	<u>20-Feet</u>	<u>25-Feet</u>	<u>30-Feet</u>	<u>35-Feet</u>	<u>40-Feet</u>	<u>45-Feet</u>	<u>50-Feet</u>	<u>55-Feet</u>	<u>60-Feet</u>	<u>70-Feet</u>	<u>80-Feet</u>	<u>TOTAL</u>
<b>SHORELINE MARINA:</b>												
Current Slips	0	9	503	436	387	144	77	1	35	0	0	1,592
Filled Currently	0	7	488	415	378	142	74	1	31	0	0	1,536
Held for Guest/Impounds	0	0	14	16	9	0	2	0	1	0	0	42
Available	0	2	1	5	0	2	1	0	3	0	0	14
<b>RAINBOW MARINA:</b>												
Current Slips	0	0	45	13	19	10	0	0	0	0	2	89
Filled Currently	0	0	41	13	17	10	0	0	0	0	2	83
Held For Guest	0	0	4	0	2	0	0	0	0	0	0	6
Available	0	0	0	0	0	0	0	0	0	0	0	0
<b>ALAMITOS BAY MARINA:</b>												
Current Slips	445	369	429	238	278	94	90	1	21	15	16	1,996
Filled Currently	180	186	364	222	238	87	85	1	15	12	13	1,403
Held For Rebuild	265	183	65	16	40	7	5	0	5	3	3	592
Available	0	0	0	0	0	0	0	0	1	0	0	1
<b>TOTAL ALL MARINAS</b>												
Current Slips****	445	378	977	687	684	248	167	2	56	15	18	3,677
Filled Currently	180	193	893	650	633	239	159	2	46	12	15	3,022
Held for Rebuild	265	183	65	16	40	7	5	0	5	3	3	592
Held for Guest/Impound	0	0	18	16	11	0	2	0	1	0	0	48
Available	0	2	1	5	0	2	1	0	4	0	0	15
Waiting List†	27	36	27	32	23	37	48	0	56	16	7	309
Waiting List Date	Aug-03	Sep-00	Jun-09	Jun-04	Jul-08	Dec-07	May-06		Jun-03	Aug-02	Nov-02	
ABM Proposed New**	165	242	245	312	368	112	133	4	37	12	5	1,635
Temporary Slips Assigned ***	47	70	23	7	13	3	4	0	2	3	1	173

† There are an additional 11 customers on the waiting list for 90' vessels and larger, waiting list date Dec-87

\*\* Also, 4ea 90', 4ea 100', 2ea 110' and 1ea 120' slips, for a total of 1646 slips. These numbers are from the 30% plans.

\*\*\* There is one (1) additional Temporary Slip assignment of a 100' Vessel

\*\*\*\* There is one (1) additional 100' slip in the current ABM configuration, which is filled.

**ATTACHMENT B**

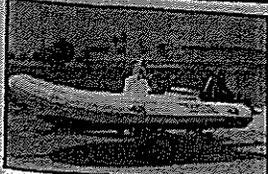


**ATTACHMENT C**

www.thelog.com

TO PLACE AN AD CALL 800-887-1615 CLASSIFIED TO PLACE AN AD

Dinghies & Inflatables

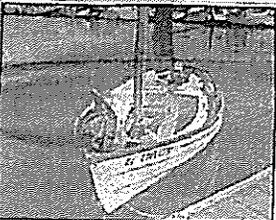


14' AB, 2005. Center console, 60hp Evinrude. In excellent condition. \$7,500. Call (627)560-6123.

**AVON OCEAN LIFERAFT**  
Packed September 2008. 8 person. Unused. In San Diego at South Western Yacht Club. \$2,500. (902)510-0980

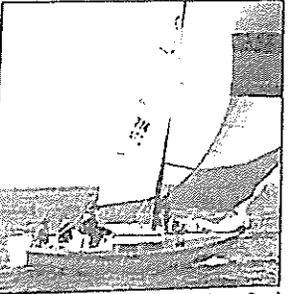
Sailboats

**DONATE**  
VESSELS • VEHICLES • LAND  
5013 Youth Court  
1-888-650-1212



18' DRASCOMBE LUGGER 1974: Yawl, varnished spars, white hull, 6hp Suzuki, trailer. \$6,950. (619)275-7593

**MARINA OWNED BOATS**  
20' CAL, 23' CORONADO, 24' CAL, 24' ISLANDER, 25' COLUMBIA, 26' BALBOA.  
SOLID BOATS AT LOW PRICES.  
Slips available.  
(310)830-5621, L.A. Harbor  
www.lowardbaymarina.com



25' CAL-25, 1967: Great family boat. Good condition. Lots of sails. Large cockpit. Cruisefractor. 6HP. Reduced to \$2,500obo. Dick: (819)222-0341

25' YAMAHA, 1978: Yanmar diesel, tabernacle mast, trailer, 2 sets of sails including new mylar racing set, head w/holding tank, new upholstery. Baja ready! \$12,000. (619)804-0876

**26' MACGREGOR POWERSAILER, 2001**  
50hp Nissan, bimini, cockpit seats, roller furling. All lines lead to cockpit. Almost new. \$16,000obo.  
16AN195-6470

Sailboats



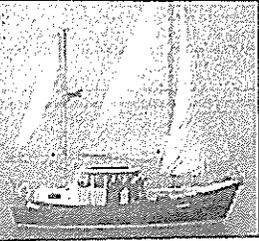
**26' CONTESSA, 1976**  
"Horizon" is a Full Keel Offshore Cruiser bought and outfitted for single handed passages. (BHP). Just about completely redone. I can't begin to list it all but go here to see everything with 20 pictures: <http://www.boats.com> and search for Contessa. Then scroll down to my Contessa 26 which says for sale by private owner - Richard Hillman. \$29,500. (714)914-1481

**27' CORONADO, 1973**  
Excellent condition. 10.5hp Tokatsu outboard, \$2,377.  
**27' BAYLINER BUCCANEER, 1976**  
8hp 2000 Nissan outboard, \$2,222.  
(310)834-9525

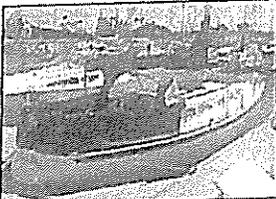
**CAL 2-27, 1977**  
10hp Evinrude. New bottom \$599. \$4,995 or best offer. Call (760)744-2829.



**29' CAL, 1973**  
Clean, ready to sail, Atomic-4 gas, furling jib, GPS, Avon dinghy with Evinrude 4hp motor. \$7,900.  
(760)702-3846

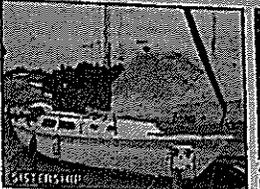


30' FISHER, 1976: The rare all cabin British motorsailer yacht. Now Yanmar, now North Sails, absolutely Bristol. \$79,500. WILL-SHELTON.COM. (619)610-9209

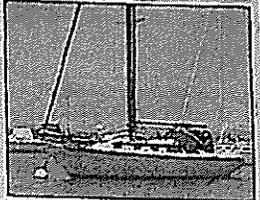


32' ERICSON, 1974: Very clean and sail ready. Reliable Inboard Atomic 4. See at Yachtworld.com. \$13,500. (619)905-8464

Sailboats

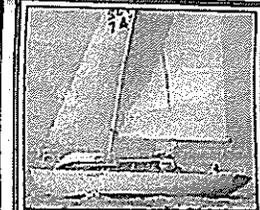


CAL-34: Atomic-4, new engine, instruments, new Hawkins roller-furling, new deck paint. In good condition. C-Y Marina, Wilmington. Reduced: \$12,500. (920)433-0560

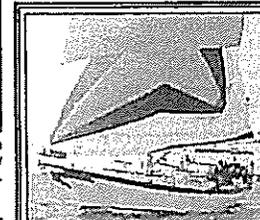


38' ISLANDER, 1975: Nearly new Universal Diesel. Roller furling both sails. Many extras. At Newport Beach. \$32,500. (760)704-1136. boatyfooter@yahoo.com

38' CATALINA, 1988: Beautiful boat. Interior still looks new. Recent diesel rebuild, roller reefing jib. Shelter Island slip may be transferable if desired. Make reasonable offer above \$60,000. (650)583-8725



"NICE BOAT" "BEAUTIFUL" "GORGEOUS" "WOW!"  
heard too often to count. Experience admiration, character, distinction, heritage, adventure, and community. Own, enjoy, and conserve a wooden sailboat. Details at [www.se/llc.com](http://www.se/llc.com) or call (916)847-9884 or (510)260-1743



**38' DOWN EAST, 1979**  
Classic offshore cruiser in sparkling condition. Now electronics, Lofrans windlass & 300' chain rode. \$59,900.  
(649)493-9689



40' LANCER AFT-COCKPIT, 1992: New Volvo 55hp, saildrive, headliner, reefinghailer & flector, roller-furler, fuel & water tanks, batteries, bottom. \$39,000. (714)390-1188

Sailboats



40' HUNTER LEGEND, 1986: New! Harbor Kuter, Yanmar diesel, doggy, bimini, electric, 12v, dinghy, ROOMY, nice and hot. \$78,000. Broker/Center. (817)885-1743

**HUNTER 40.5 LEGEND, 1983**  
Baja ready. New furling, boom and sail in 2007. Radar, chart plotter, autopilot, watermaker. \$114,000. (861)747-0181

41' MORGAN OUTSLAND, 1972: Center cockpit, 2 heads, new Yanmar, 5 sails, roller-reefer, watermaker, radar, autopilot, anchor winch. \$59,500. (661)548-9903

44' BENETEAU, 1986: GPS, radar, chartplotter, full instruments, generator, watermaker, refrigerator, electric winch, electric heads, autopilot. Too much to list! \$119,000. (510)681-3748

45' BENETEAU 45FS, 1981: The first \$100,000 w/ral GPS/Plotter, Radar, OzonEdge (2000), 3 cabins/3 heads, feathering prop, gelcoat, Isotair, Xerox charge/discharge, stereo, spin rigpole (502)600-9053



**78' TEAK SCHOONER, 1971**  
Spacious salon, 4 cozy cabins, sleep 11. New diesel engine and generator. Furuno Radar and GPS/Plotter, Icom VHF, SSB, Watermaker, Current survey. Reduced to: \$299,000.  
(805)281-2352

**EXPERIENCE COUNTS!**  
To Place an ad  
Call the Experts at  
1-800-887-1615  
thelog

Powerboats



23' NE  
Call 949-981-9219

The Log Classifieds  
**WORK!** CALL 1-800-887-1615

ATTACHMENT D (1 of 2)

**TO PLACE AN AD CALL 800-887-1615 CLASSIFIED TO PLACE AN AD CALL 800-887-1615**

**Trailerable Boats**

**18' BOSTON WHALER, 2002:** Yamaha with 115hp EFI Mercury engine. Great condition, well maintained, low usage. \$15,000. (714)842-0200

**Powerboats**

**DONATE**  
VESSELS • VEHICLES • LAND  
FOR THE 501(C)3 YOUTH CHARITY  
1-888-650-1212



**18' BOSTON WHALER OUTRAGE, 1982**  
1700. Flybridge. 150hp, only 72hrs. Ten-ohm axle heavy-duty trailer. Dry storage. Excellent condition. \$13,900. (310)944-1848

**18' MONTEREY BOW RIDER, 1999**  
Original (Bando, Citicom) owner. Great shape. Professionally maintained. Full details: [www.sunandboats.com](http://www.sunandboats.com) / Quick-View Mail #4998, \$1,995. (949)831-7207

**21' DUFFY, 2003**  
In excellent condition with low hours. Professionally maintained. Slip is not included. \$15,000/obo. (949)837-3501



**25L' BAYLINER CIERA, 2002:** Flybridge, beautiful condition. Ball tank, radar, GPS, new bottom paint. Located Redondo Beach, CA. Owner is motivated. Reduced: \$39,999. Call Mark: (310)801-0833

**Powerboats**

**28' REGAL, 1998:** Full electronics, plasma TV, air DVD, dinghy inboard. Fish or cruise. Sleeps 6. LHD slip. \$6,000. (909)821-1791



**MONTEREY 299 MID-CABIN, 1998:** Twin Volvo V6's, genset, new carpet, canvas, radar/GPS, more. Located Los Angeles area. \$29,950/obo, must see! (310)607-8584



**32' LUHR5, 1989:** Located in San Diego. Priced at \$15,000. Call Michael @ (619)222-4255

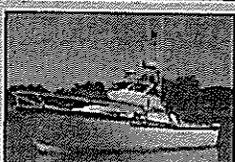


**32' GRAND BANKS TRAWLER, 1972:** Almost finished project, interior needing completion. New AmericanMarine diesel engine, tanks, 4-blade prop & shaft, wiring w/ battery, canvas. Vacuflush, stove, curtains. Too much to list. \$24,950. (310)901-7535



**34' SILVERTON AFT-CABIN, 1993:** Hardtop. New full enclosure, genset, 454's, AC/heat, full electronics, 2 staterooms, 2 heads. Immaculate! \$49,950. (310)798-2944

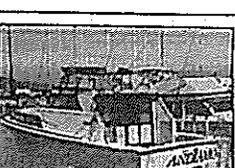
**Powerboats**



**35' STRIDER:** Like new! 900mi range. New interior. \$39,500. (760)505-1165



**38' MEDITERRANEAN EXPRESS, 2002**  
Beautiful, economical, and easy to maintain, vessel. Twin 430hp Volvo Penta diesel engines. Easy operation - free professional lessons offered. This boat is like new - very lightly used. Loaded with options. Ball tank, refrigerator, range, generator with: sound shield, flush deck insulated fish boxes & arch. Top speed approx. 30 Kts, cruise 25+ Kts.  
\$49 for \$381,000  
Asking price \$172,000  
Call Tom (818) 571-1581



**40' CONCORDE SF, 1971:** Cruise in style with twin low-time 2208 Turbo Cats. 2 staterooms, large salon, full galley, huge cockpit. \$42,500. Email: [sunsetguy2003@yahoo.com](mailto:sunsetguy2003@yahoo.com), (510)814-1833 (corrected phone number)

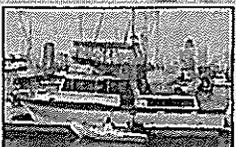


**40' BAYLINER, 2000:** Exceptional. 3 staterooms, CPALY, 180 hours. Twin diesel, 12 Canby HB, 40hp-45 Honda, 2 stateroom, 48 mile radar, 10" CRT. Recent 8 batteries, 6000PD water, 2500W inverter, BKV generator, 2 Vacu-heads, many extras. \$150,000. 'SOLD'

**Powerboats**



**AT THE SAN DIEGO MARIOTT:** 41' Main-ship, 1984. Condo on the water. Great salon, new helm. Crusaders. \$85,000. Interests only. Call Larry Ingram: (619)659-0483



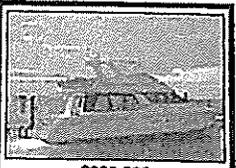
**42' CALIFORNIA, 1979:** This is a great boat with the best location. Twin 3208 Cats. 800 gal. 20 gallons of fuel for a weekend on Catalina. Please email me for more photos: [web@westch.com](mailto:web@westch.com) \$79,000. (310)418-0379



**447' CRUISERS 2004:** Volvo diesel, color electronics, hydraulic swim platform, underwater lights, all upgrades and options. Custom interior. \$125,000. (949)442-7898



**10' BERTRAM, 1989:** Tournament ready Sportfisher. New electronics. Od. Now gets \$5 '07. Both mains rebuilt. Over \$100,000 spent in repairs. \$299,000. Steve: (619)684-0103

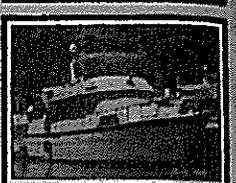


**\$299,000**  
**53' CARVER VOYAGER, 2000**  
Excellent condition. Pilothouse, Twin 480 Volvo diesels, 3 staterooms, sleeps 8. Call owner: (310)922-1175



**50' WOODEN VESSEL:** Located in Long Beach. Priced at \$7,000. Slip available to qualified applicant. Call Linda: (618)222-4255

**Powerboats**



**61' HATTERAS COCKPIT MOTOR YACHT**  
12,500 hrs cruising, max 17NAs. 014 (2V7T1) diesel. Two 2003N Northern Lights gensets, 2004 J/44 Persimmon 80hp Yamaha. 1,870 gal. fuel, 450 gal. water, 310 gal. waste. Extensive refit summer of 2002. Incredible list of equipment. Shows like new! Owner must sell. Courtesy to brokers. Reduced to: \$489,000. All offers considered. Call owner Bob: (949)833-8747 or bob@hatter.com

**62' STRIKER SPORTFISHER 1988**  
REDUCED TO...\$475,000

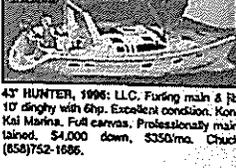
**48' UNIFLITE SPORTFISHER 1984...** \$199,000

**40' TOLLYCRAFT SPORTFISHER 1999**  
REDUCED TO...\$175,000

**CFB MARINE GROUP**  
OFFICE: 619-201-0500  
MOBILE: 855-735-7078  
[www.cfbmarine.com](http://www.cfbmarine.com)

**DONATE**  
Boats - Vehicles - Land  
[www.thecaliforniaexperience.com](http://www.thecaliforniaexperience.com)  
501(C)3 Youth Camp - 714-943-1400

**Partnerships**



**43' HUNTER, 1996:** L.L.C. Furling main & jib. 10' dinghy with 6hp. Excellent condition. Kona Kai Marina. Full canvas. Professionally maintained. \$1,000 down, \$350/mo. Chuck: (858)752-1686.

**SHARE USE of a like new 40' trawler, 1 week per month, \$500 per month plus fuel.** Long Beach. (310)903-5419.

**UNIQUE BOATING OPPORTUNITY**  
I have a beautiful 40' Navigator docked at the magnificent Marriott Marina in San Diego. Just share expenses - all ready financed and insured. You get EVERY weekend & every day June thru September. Your share is \$2,500/mo. Call Nick @ (949)468-2701

**WANTED:** Barbos Island resident to share in the cost of a Duffy or interested in purchase of new Duffy. Call Louisa: (909)570-5324

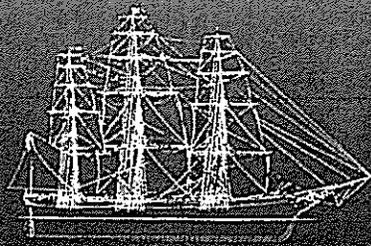
**THE LOG Classified work!!**  
To place an ad call the experts at 1-800-887-1615

**EARLY HOLIDAY DEADLINE!**

The Log Classified Ad Deadline for the November 27<sup>th</sup> issue is **Friday, November 20<sup>th</sup> at 5PM.**

The Log Newspaper offices will be closed Thursday & Friday, November 26<sup>th</sup> & 27<sup>th</sup> in celebration of the Thanksgiving Holiday.

To place an ad call the experts at 1-800-887-1615

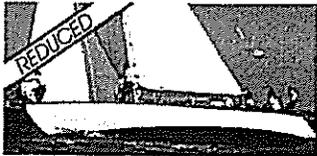


# Flying Cloud Yachts

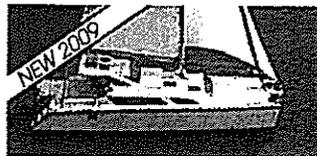
6400 Marina Drive, Long Beach, CA 90803 • FAX 562-594-0710

E-mail: [flyingcloud@verizon.net](mailto:flyingcloud@verizon.net)

**(562) 594-9716**



**50' Cheoy Lee Lapworth '61.** Strip planked wood construction, vastly upgraded, superb condition, turn key. \$260,000.



**The Gemini 105Mc.** Fully equipped. Offers speed, three private cabins, 27hp diesel +++. ~~\$162,500.~~ \$149,997.



**48' Mariner Center Cockpit Ketch '81.** 3 stateroom layout. Transferable slip to qualified buyer. ~~\$175,000.~~ \$145,000.



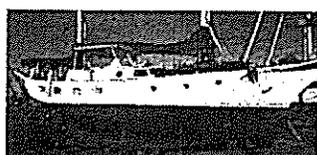
**44' Gullstar Center Cockpit Sloop '81.** Perkins 4-154. New dark blue canvas, new batteries. Large aft cabin w/transom windows. Great price @ ~~\$104,500.~~ \$94,900.



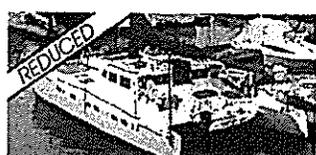
**25' Bowman C/C Cutter Ketch '78.** Designed by Holman & Pye, built in England. Fast & comfortable passagemaker. 9 sails. Under 100 hrs. SMOH on 110hp Perkins. Newly painted decks. ~~\$219,000.~~ \$199,000.



**54' Irwin C/C Cutter '88.** Yanmar diesel, electric winches for boom furl & headsail, watermaker, A/C. Washer/dryer, solar panels, new sails. Upgrades galore! Priced for quick sale @ \$220,000.



**49' Steel Garden Ketch '69.** Very good condition & proven world cruising. Too much to list. Call for appt. \$179,000.



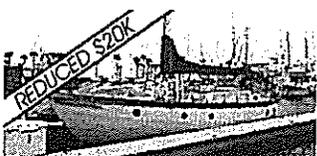
**47' Choy Catamaran '02.** Ready to cruise the South Pacific today. Everything as new, fully equipped. \$395,000.



**46' Ericson 46C Sloop '73.** Flush deck, Bruce King designed - rare C model - world class cruiser. 2 staterooms, large salon, Perkins diesel. ~~\$89,900.~~ \$79,900.



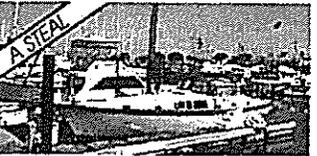
**43' Hans Christian Ketch '81.** Extensive upgrades. \$165,000. Also 38' and 33' Hans Christians. All well equipped. Call for details.



**43' Spindrift Plothouse Cutter '81.** Large, stout, Ron Amy designed. sailing cruiser. Possible trade for small trawler. ~~\$99,000.~~ \$79,900.



**42' Catalina's.** 2 strms., full electronics, dodger, bimini, dinghy davits, Novurania dinghy w/25hp OB. \$125,000. Also a '89 w/genset & watermaker @ \$99,000.



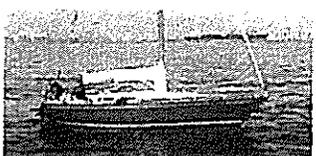
**42' Irwin Center Cockpit Sloop '76.** 2 staterooms + 2 heads. Tons of upgrades, call for details, will sell quickly @ \$74,500.



**48' Morgan/North American Sloop '79.** Perkins diesel, almost everything is new, tons of upgrades! ~~\$49,000.~~ \$45,000 FIRM.



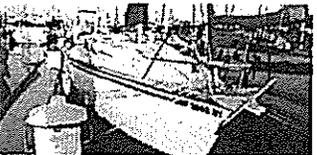
**40' Catalina 400 MKII '02.** Two private staterooms, twin wheels, 56hp Yanmar diesel, full electronics, A/C, 8kw genset. Too many upgrades to list. \$179,000.



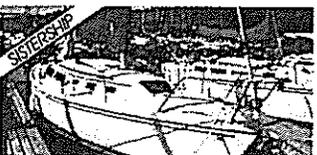
**37' Choate Sloop '75.** Full interior. Wheel steering, fast & strong. Hull & deck LP '02-dark blue. 2 boat owner must sell. Call for details. \$35,000.



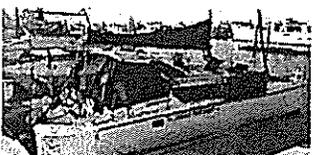
**36' Cal Cruising '69.** Built by Jensen. These well built Cal's offer great cruisability for little money. \$22,900.



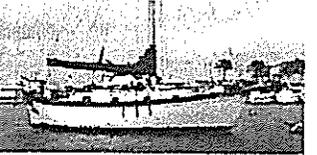
**35' Hunter Sloop '87.** Nice family boat. Low hours on Yanmar diesel, walk-thru transom, new standing rig ('02). ~~\$39,500.~~ \$34,500.



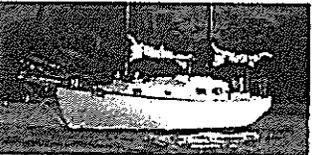
**34' Catalina '89.** Full batten main, refurling. New headstay '08. Cabin heater, radar, dodger. Very nice condition. \$46,900.



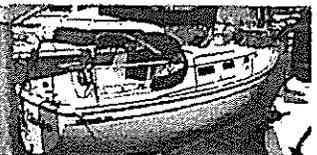
**34' Gemini 105MC '05.** 3 available: '05, '08, '00. From \$119,000. Call for details.



**31' Pacific Seacraft Cutter '78.** Yanmar diesel. If you are willing to put in some sweat equity you will have a nice pocket cruiser. Newport mooring may be purchased separately. \$37,000.



**31' Mariner Ketch '71.** Comfortable, solid and well cared for classic cruiser. Perfect for single handing or the whole family. \$29,900.



**Pearson 303 '85.** Yanmar diesel, dodger, tabernacled mast. Clean and ready to cruise. \$27,500.



**30' Catalina Mark III '94.** Shows like new, Universal diesel, dodger, autopilot, elec. anchor windlass. Should sell quick @ \$44,000.

ATTACHMENT 21 155

Please check our website for many more listings: [www.flyingcloudyachts.com](http://www.flyingcloudyachts.com)

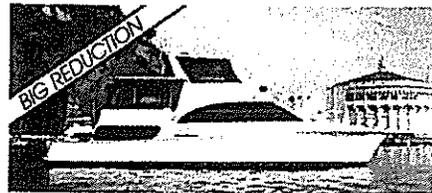
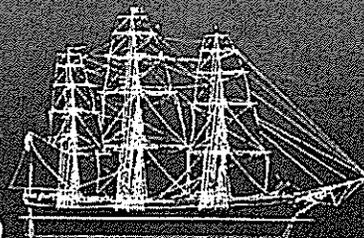
# Flying Cloud Yachts

6400 Marina Drive, Long Beach, CA 90803 • FAX 562-594-0710

E-mail: [flyingcloud@verizon.net](mailto:flyingcloud@verizon.net)



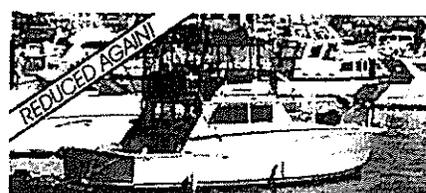
**(562) 594-9716**



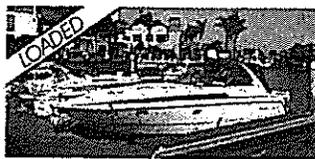
**BIG REDUCTION**  
48' Ocean Cockpit MY '94. Beautiful boat. 3 staterooms, low hours on twin Detroit 6V71TT's. Walker Air Steps, full 'tronics, 10kw genset, AC & heat. New canvas & teak enclosures on FB and sundeck. Many upgrades. Priced for a quick sale @ ~~\$79,000~~. \$198,000.



**CHARTER TO OWN**  
48' Jefferson Sundeck MY '87. Twin Cats, Naiad stabilizers, 2 strms. + ofc. Air/heat, new electronics. Big discount for cash buyer. Call for details.



**REDUCED AGAIN!**  
40' Viking SF '75. Repowered with 300hp Cummins in '90, exceptionally clean, 11' hardbottom Caribe RIB. ~~\$99,900~~. \$89,500.



**LOADED**  
47' Bayliner 4085 Avant Sunbridge Express '98. Under 500 original hours. Full electronics, generator, air, dinghy davit, Caribe. Near Bristol condition. Owner wants offers!



**VERY NICE**  
42' Trojan Aft Cabin MY '72. Beautiful mahogany planked hull, completely refastened in '02. Enclosed bridge deck, dual helms, lots of upgrades! Great family boat, owner wants offers! Asking \$78,000.



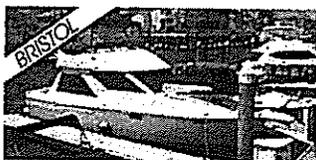
**REDUCED**  
42' Californian LRC '80. Well respected LRC w/twin 3208 Cats, loads of upgrades. Exceptional condition in & out! \$120,000.



**NEW TO MARKET**  
40' Egg Harbor Sedan '79. 6-71's w/340 original hours. New genset w/10 hrs., Beautiful condition, a must see. 2 boat owner. \$115,000.



38' Chris Craft 392 Convertible '88. Under 700 original hours on 3108TA Cats. New T-top with full enclosure. 2 bait systems. beautiful condition! ~~\$129,000~~. \$114,000.



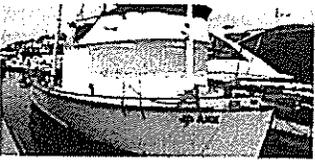
**BRISTOL**  
37' Bayliner 3788 MY '97. Only 450 hours on twin 714hp Mercruisers. Yacht came from fresh water 4 years ago. Beautiful condition in & out. Air/heat. Many upgrades. A steal @ \$74,000.



37' Cruisers Inc. '03. Twin Mercruisers w/only 80 hrs. Has all the bells and whistles and shows as new. Owner's cabin aft w/full size bathtub. ~~\$199,900~~. \$179,900.



34' Bayliner 3488 Command Bridge '02. Only 300 hours on 260hp Mercruisers. AC/heat, Avon RIB dinghy with 5hp 4-stroke OB. ~~\$129,000~~. \$99,000.



34' Hill Marine Trawler '78. New 2004 Ford Lehman 140hp, new 2004 6kw Northern Lights, refastened in 2002. \$29,000.



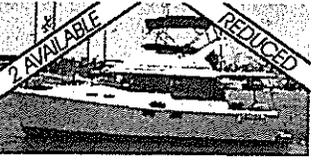
34' Mainship Pilot Express '03. Only 50 hrs. on Yanmar 370hp diesel. Furuno radar, color GPS plotter, autopilot. Shows as new. Great deal, buy it now. \$165,000. Sistership.



**BRISTOL**  
34' Sea Ray Express '89. Only 688 hours on twin Mercruisers. You won't find a nicer one. Bristol condition in & out. Full cockpit enclosure. Priced for quick sale. \$48,500.



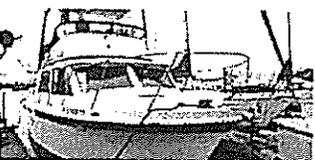
33' Egg Harbor '91. Twin 454's, low hours, genset, A/C, ready to fish! \$62,500.



**2 AVAILABLE** **REDUCED**  
32' Bayliner 3288 MY. '94 with T-Hinos, full 'tronics, FB enclosure, new propane stove. \$67,000. Also a '93 with hardtop and new interior. \$64,000.



**SLIP INCLUDED!**  
32' Bayliner 3258 '00. 2 staterooms, dual helms, low hours. Clean & ready for Catalina! ~~\$72,900~~. \$52,900.



32' Uniflite Sport Fish '75. Tw. 350hp Crusaders FWC. Ready for fishing. Radar, fishfinder, cockpit 9'4" x 7'6", 2 bait bags, 10 rod holders, Precision outriggers. A very good buy @ \$24,000.



30' Tollycraft FB Sedan '78. Twin Chevy's. Complete refurb. Beautiful interior - a must see! \$34,500.



**DIESEL**  
38' Glassmar Sportfish '78. Single Cummins diesel with only 530 hours since major overhaul. Dependable & economical. New bottom paint. \$22,000.



29' Luhrs SF Tournament '89. Offshore fishing at an affordable price! 60 sq. ft. cockpit, tuna tower, twin Crusaders. ~~\$36,000~~. \$29,995.



23' Bayliner 2252 '99. On trailer at our display. Call for details. \$17,900.



20' Sea-Doo Speedster '06. Twin 310hp Rotax Jet engines. Seats 7 for a fast & fun ride up to 70 mph. Hull is red. Price includes trailer. \$29,000.

Please check our website for many more listings: [www.flyingcloudyachts.com](http://www.flyingcloudyachts.com)

ATTACHMENT C (1 of 2)

## **WILLIAM WATERHOUSE**

### **LETTER CODE: P-20**

#### **RESPONSE P-20-1**

The comment erroneously states that the proposed project would result in the loss of 591 small boat slips and that the Notice of Preparation (NOP) did not disclose that any slips would be eliminated. Further, the comment requests that the EIR be revised and recirculated to provide notice to recreational boaters that a large number of small slips are being eliminated.

The NOP, as made publically available in three local libraries and on the City's website (<http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=2956>) identified that the proposed project would result in a loss of slips. At the time the NOP was published it was estimated that 308 slips would be eliminated with project implementation. Project refinements during preparation of the DEIR resulted in an estimated loss of 321 slips.

Section 3.0, Project Description, as contained in the DEIR includes a complete description of the number of slips that will be eliminated or added as a result of the proposed project (refer to Table 3.B, page 3–8). In addition to listing the number of existing and proposed slips for each Basin, the slip sizes in five-foot increments are also provided. The DEIR statement that 321 slips will be eliminated is a summary of the entire project, similar to the descriptions regarding the change in dock square footage or number of piles. It was not the intent of the DEIR, as stated in the comment, to give the impression that little change is proposed. In fact, the table provided in the comment is a summary of the same information provided in Table 3.B in the DEIR.

The comment's presumption that the attrition program prohibits new small boat owners from occupying slips is not true. The attrition program was put in place so that boaters could be accepted into the Marina on a month to month basis. Under the program, and until the rebuild is completed, slips that are vacated are not replaced by a long-term tenant lease. A monthly slip rental allows available slips to be filled.

#### **RESPONSE P-20-2**

The comment states the proposed project would result in a significant adverse impact on recreational boating. Further, the comment states that the proposed slip mix will not serve the demand for smaller slips. A slip waitlist, provided by Marina staff, is attached to the comment for reference.

The slip waitlist report provided to Mr. Waterhouse was a monthly report that represents a snapshot in time. The available small slips in the marina are being rented to the individuals on the waiting list and the numbers quoted by Mr. Waterhouse change by the day. Marina

staff has tracked a history of the 20-foot slip usage since March 2005, and have experienced vacancies in the 20-foot slip category from 100 to over 225 during that period. Further, it should be noted that the City is continuing to fill slips from the waiting list in all sizes and has a sufficient number of slips to accommodate the small vessels currently on the list.

Identifying a marina as a small slip marina is a function of the percentage of small slips in a marina. In the proposed design, roughly 25% of the slips will be 25-foot or less, roughly 40% of the slips will be 30-foot or less and nearly 60% of the slips will be 30-foot or less. By contrast, if a "large slip" is defined as 50-foot or greater, less than 13% of the slips will in that category in the proposed design. These figures do not include the small dry vessel storage spaces currently located in the City and in the proposed design.

During development of the Marina conceptual design, the City considered the vacancy rates and the waitlist for larger slips. It is in the interest of the Marina and the City to provide a slip mix that will not result in vacancies and that will meet the future demand of boaters.

The DEIR concluded that, based on the historic vacancy rates and the ability to provide all current slip tenants with a slip after project implementation, the proposed project would not result in a significant impact to recreation facilities. The primary purpose of the project is to renovate the aging facilities and to bring them up to current standards. In the judgment of the City staff, the DEIR provides sufficient analysis to conclude that impacts to recreational resources are less than significant. The commenter's opinions regarding the analysis in the DEIR will be made available to decision makers for their consideration.

### **RESPONSE P-20-3**

The comment asserts that the City has actively forced small boat owners out of the Marina. The comment further questions the removal of a number of 20-foot slips in Basin 2.

The attrition program does not force any boat owners out of the Marina. The reference to slips being held open means that, when a boat slip is vacated, that slip is filled by a boater on the waitlist under a short-term agreement.

Marina staff has indicated that some fingers in Basin 2 were removed due to safety reasons and not as an attempt to eliminate small slips. The fingers were failing at a rapid rate. Those 20-foot slips are still counted in the Marina's current slip mix, and the Marina continues to have many more 20-foot slips than are either filled or on a waiting list at any point in time. The removal of these slips for safety reasons was not an attempt to implement the proposed project.

The City is aware that all approval processes, including CEQA certification, must be completed prior to implementing the project. Unlike the CEQA case law referenced in the

comment, *Save Tara v. City of West Hollywood* (2008) 45 Cal 4th 116, no tenants of the Marina have been evicted prior to project approvals in order to prepare for project implementation.

The removal of these dock fingers for safety reasons is a Marina maintenance issue. The proposed project phasing indicates that Basin 4 and the mitigation site are the first phase to be implemented. Improvements to Basin 2 are not scheduled to begin until Phase 4 of the project, approximately 18 months after the first phase gets underway. Therefore, there is no cause-and-effect action which furthers the overall project in this case.

#### **RESPONSE P-20-4**

The comment states that the project design includes only power boat size slips, and that the EIR should be revised to analyze a Marina with half of the slips sized for sailboats. Although the comment references a new analysis in the EIR, the comment is related to the project design and does not contain any substantive questions about the analysis in the DEIR. Additionally, the proposed project does not include only power boat sized slips; the project includes slips designed to sailboat widths. Because the comment does not address environmental issues, no further response is necessary.

#### **RESPONSE P-20-5**

The comment expresses concern that the DEIR does not address the expansion of the Marina footprint into Marine Stadium, a historic rowing venue. The comment further expresses concern that the EIR addressed the width of the Marina Channel based on DBAW standards and not the need for a standard 2,000 meter course.

See Response P-2-1 for clarification of the designated boundaries of Marine Stadium. To further clarify, the waters extending from Marine Stadium and beyond the Second Street Bridge still provide 2,000 meters (m) of straight water, which is the standard sprint distance for national and international rowing. The original rowing course as constructed for the 1932 Olympics contained four lanes (see DEIR Figure 4.4.2). With project implementation, four lanes would still be available for use in rowing competitions and practices. Therefore, in the judgment of the City, the DEIR provides sufficient analysis to conclude that the proposed project would not adversely impact Marine Stadium and would not prevent the continued use of the waterway as a rowing course.

#### **RESPONSE P-20-6**

The comment erroneously accuses the authors of the DEIR of avoiding discussion of the project impacts on the original 2,000 meter rowing course.

The DEIR discussed at length the historical significance of Marine Stadium and the location of the original rowing course. The DEIR identified Marine Stadium as a designated California Historic Landmark (CHL No. 1014). The basis for this designation is the stadium's history as the official rowing site of the 1932 Olympic Games, and because it is the only water body constructed specifically for rowing events.

However, as noted in the comment, and included in the Historic Resources Report (Appendix D to the DEIR), Marine Stadium underwent a series of changes subsequent to the 1932 Olympic Games. As stated in the comment, in order to accommodate the 1968 Olympic Trials, the location of the start line was shifted from near the Second Street Bridge to the location near the Long Beach Yacht Club. However, the use of a new start line was due to the filling in of the northern portion of Marine Stadium, and was done many decades after the event and use that qualified Marine Stadium as a Historic Resource. When analyzing an historic resource under CEQA, the integrity of the resource must be evaluated.

The City Council's designation of the resource was made after several changes, including construction of the Second Street Bridge and filling in of the northern portion of the water body, had compromised the integrity of the original resource. At the time the City nominated and adopted Marine Stadium as a local historic resource, the southern boundary was identified as just north of the Second Street Bridge. In fact, the comment states that "—the Council plainly meant to include the *entire* rowing course in the designation" There has been no attempt on the part of the consultant to change the resource's boundaries as a project advocate. In further support of these facts as presented in the DEIR, Marine Stadium was eliminated from consideration for the 1984 Olympics due to the construction of the Second Street Bridge.

#### **RESPONSE P-20-7**

The comment states that the compromise plan presented at the October 22, 2009 public meeting for the proposed project requires inclusion in the EIR and solicitation for additional comment.

The design presented at the referenced meeting is included herein as Figure 1, Response to Comment Regarding Design of Basins 3 and 4. This plan was suggested by the Marine Department in an effort to address the concerns and comments received regarding the proposed 35' encroachment into the Marina Channel between Basins 3 and 4. The design option eliminates the permanent fingers that protrude into the navigable channel from Basin 4.

The design as presented is a reduction of the project footprint (as requested in Comments P-20-5 and 20-6 contained in this letter) and would lessen project impacts related to air quality, noise, biological resources, and water quality. Further, the compromise plan was developed in direct response to concerns raised regarding encroachment of the proposed project into the

Marina Channel. The plan as presented reduces the extent of the proposed docks in Basin 4 only, and closer to the existing Basin configuration. Therefore, because the compromise design would not create additional impacts or expand the affected areas of the project, it would not require re-circulation of the DEIR.

#### **RESPONSE P-20-8**

The comment reiterates the provisions of the California Coastal Act applicable to the Coastal Commission's review of the proposed project. The comment disagrees with the DEIR's analysis regarding the provision of lower cost recreational facilities.

The comment proposes that the elimination of slips for smaller boats is an elimination of lower cost recreation. The comment lists the purchase prices and slip rental fees for sail and power boats ranging from 18 to 50-feet in length. However, the analysis contained in the EIR was based on the intent of Coastal Act Section 30213, and lower cost recreational facilities is interpreted to mean truly affordable recreation, not boat ownership based on the size of the boat.

When analyzing low cost recreation, the Coastal Commission is generally concerned with access to coastal facilities, walking trails, parks, public beaches, picnicking facilities, and low cost rentals. Boat ownership is not generally considered a low cost recreation activity. As can be calculated from the table provided in the comment, the lowest boating cost (for an 18 to 25-foot sailboat) would require over \$1,973 a year for slip fees and an investment of approximately \$7,500 (not including maintenance or repairs). Based on the costs provided in the comment, over a three year period this would require an investment of \$13,420.

The comment's reference to recent Coastal Commission recommendations for the Dana Point Harbor is not directly related to the proposed project. Each Marina is a unique mix of uses and needs and must be considered on an individual basis. The reduction of smaller slips and the overall slip mix will be addressed by the Coastal Commission during their review of the project. In the judgment of the City staff, the DEIR provides sufficient analysis to conclude that impacts to recreational resources are less than significant. The commenter's opinions regarding the analysis in the DEIR will be made available to decision makers for their consideration.

#### **RESPONSE P-20-9**

The comment questions the removal of slips in Basin 2. Removal of these slips was determined by the City to be a safety issue. See Response P-20-3, above.

## **RESPONSE P-20-10**

The comment states that the DEIR failed to quantify the greenhouse gas (GHG) emissions generated by the automobiles and boats that use the facilities within the Alamitos Bay Marina.

The number of long-term on-road vehicle trips that would be generated by the proposed project is directly related to the number of boat slips and parking spaces within the marina. The City of Long Beach Zoning Ordinance requires 0.75 parking spaces per boat slip, and does not distinguish the need for parking spaces based on the size of boats being berthed in a noncommercial marine. As stated in the DEIR, the proposed project would reduce the number of slips by 321 from 1,967 to 1,646 and increase the number of parking spaces by 9 from 2,515 to 2,524. Therefore, it is not anticipated that the proposed project would increase the long-term regional vehicle emissions.

The existing marina has 1,967 slips of various sizes. The proposed project will reduce the number of slips to 1,646. The exact size, ratio of 2-stroke gasoline, 4-stroke gasoline, and diesel engines, and the age of the boats that use the existing slips and would use the proposed slips is unknown. Therefore, because there is an overall reduction in the number of slips, it was assumed that the increase in the average vessel size due to the proposed project would be offset by the reduction in the total number of slips within the marina. Further, the actual usage time of any type of vessel is extremely difficult, if not impossible, to estimate; there is no way to accurately estimate the number of hours or times a higher emission boat may be used as compared to a lower emission one. It cannot be automatically assumed that, as asserted in the comment, overall operational emissions will increase due to the presence of additional larger boats.

The commenter suggested that waitlist preference be given to boats with lower emissions in order to reduce GHG emissions. However, as stated above, City staff would have no measurable method to determine how much a higher emission boat may be used as compared to a lower emission one. The amount of emissions is dependent on the amount of use of any particular vessel. It is possible that a higher emission boat used far less often than a lower emission boat could, over the course of time, contribute fewer emissions.

The comment also states that the proposed project would not aid the State in meeting the 80 percent reduction in 1990 GHG emissions required by Assembly Bill 32 (AB-32). The majority of the long-term GHG emissions generated are produced by the automobiles and boats that use the marina. On-road and off-road engine emissions are the responsibility of the ARB. The proposed project has no jurisdiction over these emission sources. Therefore, the proposed project cannot implement any measures that would reduce the long-term mobile source GHG emissions. In the judgment of the City staff, implementation of DEIR Mitigation Measures 4.2-4 and 4.2-5 would ensure that operation of the proposed project would not conflict with implementation of the GHG reduction goals under AB 32 or other State regulations. In the City's opinion, the EIR provides sufficient analysis to conclude that

impacts related to GHG emissions are less than significant. Opinions regarding the analysis in the DEIR will be made available to decision makers for their consideration

#### **RESPONSE P-20-11**

The comment requests that the EIR include discussion of measures to reduce energy consumption and GHG emissions and that the renovated restrooms should be designed to meet LEEDS standards.

The Air Quality Section of the DEIR (Page 4.2-38) included a discussion of energy efficient design and recommended mitigation measures to ensure that the project incorporated CO<sub>2</sub> reduction measures to improve energy efficiency and reduce energy consumption. Additionally, the DEIR stated that the project will comply with all Title 24 requirements, thereby increasing the energy efficiency of all on-site restrooms. Mitigation Measure 4.2-2 of the DEIR includes a requirement that the redesigned bathrooms include measures from the LEED certification program and other green building guidelines that reduce greenhouse gas (GHG) emissions.

In the judgment of the City staff and its consulting team, implementation of DEIR Mitigation Measures 4.2-2 and 4.2-3 will ensure that CO<sub>2</sub> reduction measures are incorporated into the project design in order to reduce CO<sub>2</sub> emissions associated with building design and building operation/maintenance. Further, implementation of Mitigation Measures 4.2-2 and 4.2-3 will ensure that operation of the proposed project would not conflict with implementation of the GHG reduction goals under AB 32 or other State regulations. Therefore, the City has determined that the EIR provides sufficient analysis to conclude that impacts related to GHG emissions are less than significant. Opinions regarding the analysis in the DEIR will be made available to decision makers for their consideration

#### **RESPONSE P-20-12**

The comment questions why all of the existing piles need to be replaced and whether any of the existing piles will be reused. The comment further requests a graphic to illustrate what areas will be impacted by noise exceeding the City's exterior noise standards.

All of the existing piles require replacement due to their age (over 50 years old) and the design of the new dock systems. The new dock systems will require fewer piles but the exact locations for each pile cannot be replicated due to differences in the design and the layout of the docks that is best suited for the Marina.

Section 4.9.5.2 of the DEIR states that homes located within 706 ft of the pile driving would be exposed to noise levels in excess of the City's daytime exterior noise standard of 70 dBA L<sub>max</sub>. A map showing the pile driving impact areas has been added to the FEIR. Figure 2,

Response to Comment regarding Noise Contours, has been included to illustrate the description of construction noise impacts provided in DEIR Section 4.9, Noise. As described in the DEIR, sensitive land uses (including residential) located within 315 ft of the standard construction equipment and 706 ft of the pile driving would be exposed to noise levels in excess of the City's daytime exterior noise standard of 70 dBA  $L_{max}$ . These noise contours are illustrated on Figure 2 for each Basin. It should be noted that only portions of each Basin would be under construction at any one time. As the construction phasing is implemented, different areas within the Marina would be subject to noise impacts.

As stated in the DEIR, project construction activities would result in a significant noise impact; however, the noise impact would be intermittent and temporary and would no longer occur once construction of the project is completed. The City of Long Beach Municipal Code allows elevated construction-related noise levels as long as the construction activities are limited to the hours specified (between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays). Adherence to the City's noise regulations and implementation of Mitigation Measures 4.9-1 through 4.9-5 would reduce construction noise impacts to sensitive receptors; however, the construction noise impacts would remain significant and unavoidable due to intermittent high levels of noise and the disturbance that noise will have on nearby residents and the public using outdoor recreation open space.

### **RESPONSE P-20-13**

The comment suggested that the EIR should include two additional alternatives to mitigate the loss of smaller slips. The first alternative suggested is a rebuild of the Marina with the current slip mix, and the second suggestion is an alternative creating an equal number of dry storage spaces for the loss of 20, 25 and 30-foot boats.

Although the comment is primarily related to slips mix and design issues and does not contain specific comments or questions about the analysis in the DEIR, the following discussion is provided for clarification.

One of the project objectives is to "renovate and replace the deteriorating Marina facilities to expand recreational boating opportunities in keeping with the current and future demands of the boating public for larger slips". The goal of the rebuild is to provide a Marina that can be fully occupied with little to no vacancies in order to meet the needs of the boating public and provide revenue to the City. As stated later in the comment, the Marina Del Rey Slip Sizing Study concluded that more boats 30' and under were being placed on trailers and that dry storage could be used to meet the small boat demand. This statement supports the City's premise that smaller boat owners are moving toward landside storage, thereby creating a trend in demand for larger waterside boat slips.

The DEIR included Alternative 3 (see DEIR Section 5.0, Alternatives), an alternative intended to implement all of the necessary components of the proposed project and create an on-site dry stack storage system to minimize the loss of smaller slips. This alternative is similar to the one suggested in the comment in that it is intended to offset the loss of some of the smaller boat slips by provision of a landside storage option. Although this Alternative would not be environmentally superior to the proposed project, and impacts would be similar to the project, it would meet all of the project objectives. The City has determined that the EIR provides sufficient analysis regarding project alternatives and that several design options have been considered by the Marine Bureau. Opinions regarding the Alternatives analysis in the DEIR will be made available to decision makers for their consideration.

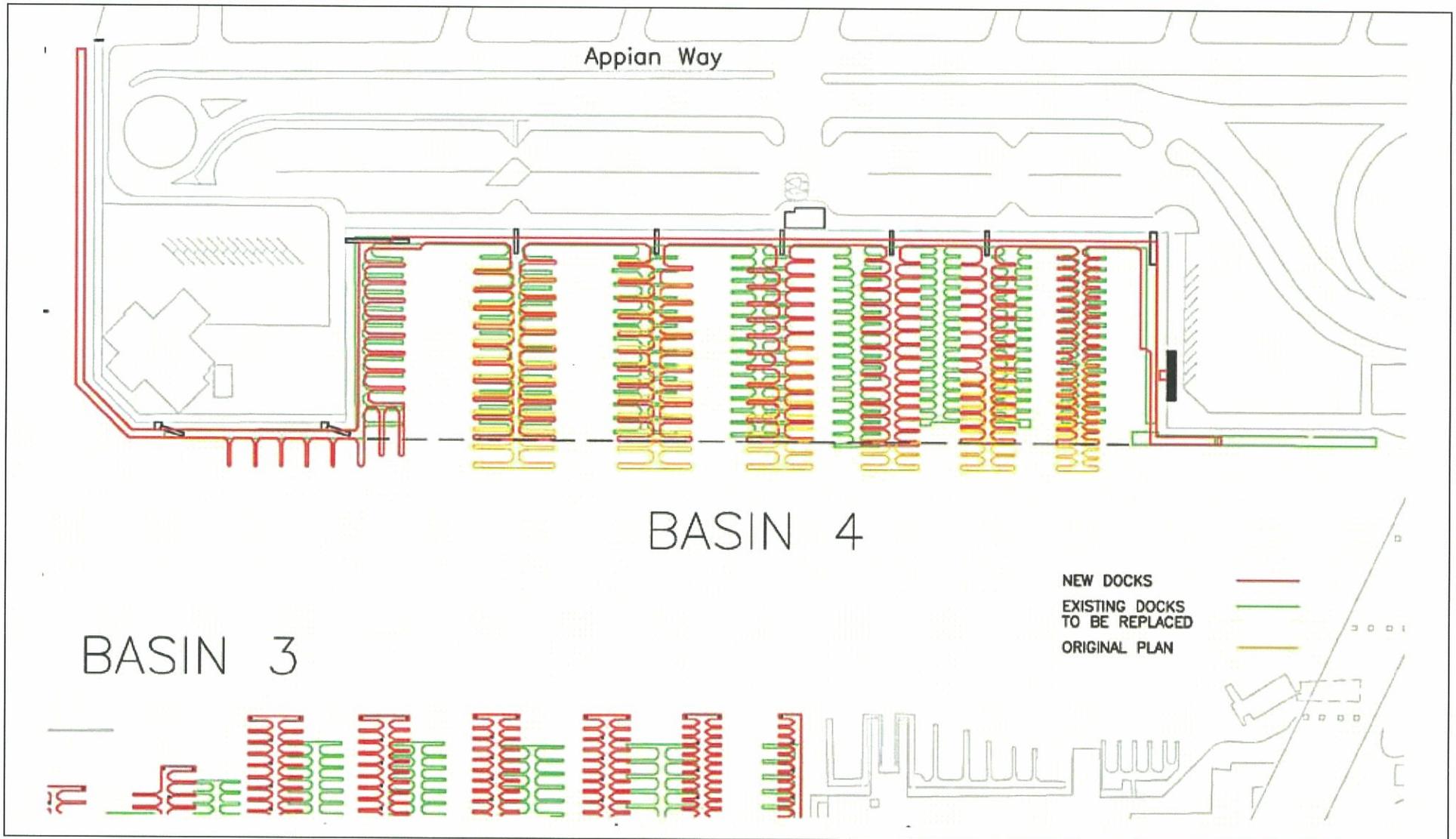


FIGURE 1



LSA

LEGEND

- Project Locations
- Current Marine Stadium Boundary

- Order of Projects
- Phase 1
  - Phase 1A
  - Phase 2 and 3

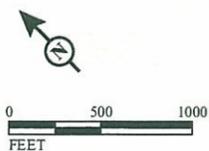
- Phase 4 to 7
- Phase 8 to 11
- Phase 12

- Noise Contours
- Areas Exceeding City Noise Standard of 70 dBA by Standard Construction Equipment Noise (315)
- Phase 1
  - Phase 1A

- Phase 2 and 3
- Phase 4 to 7
- Phase 8 to 11
- Phase 12

- Areas Exceeding City Noise Standard of 70 dBA by Pile Driving Noise (706)
- Phase 1
  - Phase 1A
  - Phase 2 and 3

- Phase 4 to 7
- Phase 8 to 11
- Phase 12



SOURCE: DigitalGlobe (4/08); TBM (2008); City of Long Beach (2008, 1/09)  
 i:\tsy0701b\gis\R2C\_NoiseContours.mxd (12/4/2009)

FIGURE 2

Alamos Bay Marina Rehabilitation Project  
 Reponse to Comment regarding Noise Contours