

**CERTIFICATE OF APPROPRIATENESS HP11-0289
FINDINGS AND ANALYSIS
Marine Stadium**

ANALYSIS:

In Compliance with Section 2.63.070 of the City of Long Beach Municipal Code (Cultural Heritage Commission), the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (the Standards), and the Marine Stadium Landmark Ordinance (Ordinance No. C-7056):

Staff has analyzed the proposed project in accordance with Chapter 2.63.070 of the Municipal Code (Cultural Heritage Commission ordinance), the *Secretary of the Interior's Standards for Rehabilitation* and the Marine Stadium Landmark Ordinance.

The stadium was created for the 1932 Olympic rowing competition for the Xth Olympiad in Los Angeles by dredging and straightening a portion of Alamitos Bay. Marine Stadium is a California State Point of Historical Interest and State of California Historical Landmark (No. 1014, 1995). City Council approved Marine Stadium as a City Landmark Site in 1992.

The stadium was the first manmade watercourse ever constructed for the Olympic games allowing four teams to race abreast. Constructed by the City, the stadium is 2000 meters long and approximately 100 yards wide. It is one of the few sites constructed for the 1932 Olympiad that is still remaining in the region. More recently the stadium has been used for collegiate rowing competitions, United States Olympic rowing trials in 1968, 1976 and 1984, as an Olympic Development Center and for various international competitions.

In 1923, the site for the stadium was created when low-lying areas were dredged to form the Colorado Lagoon. Construction on the stadium began in 1930 for the 1932 Olympics (Exhibit B - Aerial photographs). The Second Street Bridge also known as the Davies Bridge was constructed in 1955, altering the original dimensions of the stadium and effectively eliminating it as a venue for the 1984 Olympic games. The bridge moved the starting line to its present location near the Long Beach Yacht Club. As the course was shifted, approximately 280 meters of the original course were filled in at the north edge, creating Marina Vista Park and support facilities at the northern end of the stadium and an underground culvert was installed between Colorado Lagoon and Marine Stadium. This change resulted in the original boathouse no longer being situated near the water. A new boathouse was constructed midway down the course. The existing boathouse remains at the southeast corner of East Colorado and Nieto Avenue, although is not listed as a historic landmark due to extensively remodeling.

This project will result in an alteration of the stadium boundary by removing a portion of the dry boat storage parking lot between Marine Stadium and Boat House Lane. The portion of the parking lot area to be removed is approximately 80 feet x 200 feet 16,000 square feet in area. Approximately 50 feet of riprap will be installed along the edge of the new boundary (Exhibit C - Plans and Photographs). The open water basin between the riprap and floating dock will be approximately 10,500 square feet in area with a depth of 6-8 feet. A floating dock will be secured with three pilings at the edge of the shoreline to mimic the natural boundary. The dock will be 8' wide by 100' long.

Although the eelgrass mitigation area will affect the current boundary of Marine Stadium it will be located outside of the boundary of Marine Stadium, as it existed during the 1932 Olympic games. These boundaries are the contributing factor to the stadium's eligibility for listing in the California register. The area to be impacted did not exist at that time, but has been dredged in modern times to its current dimension. A number of changes have occurred to the stadium as shown in Figure 4 from 1928, 1938, 1952, and 1972. The most significant alteration was construction of the Davies Bridge in 1955. The northern end of the stadium has also been significantly altered since 1932 for the creation of Marina Vista Park. In addition, the area around the stadium no longer retains its integrity, as very little remains of the environment that existed in 1932 during the Olympics. In addition, surrounding development has destroyed the setting and character that would have been present in 1932. The majority of the parking lots, restrooms and other improvements appear to have been constructed in the 1950's or later. Due to the lack of integrity the stadium was determined ineligible for National register during its evaluation in 1990.

The Marine Stadium Landmark Ordinance does not provide any guidelines and standards for changes; thus, the project shall be subject to Chapter 2.63.070 and the Secretary of the Interior's Standards for Rehabilitation. The alteration is to accommodate eelgrass beds required as a mitigation measure for the rehabilitation of Alamitos Bay Marina. The proposed alteration will not change the use of the stadium or impact the rowing lanes. The proposed change will alter the northeast end of the stadium; however, riprap will be installed to match the existing riprap that is located along the north and eastern edge of the stadium and a dock will be installed to create the appearance of a continuous shoreline.

Staff believes that the project meets the requirements of Chapter 2.63.070 of the Municipal Code (Cultural Heritage Commission ordinance) and the *Secretary of the Interior's Standards for Rehabilitation*.

FACTS FOR FINDINGS: (from Section 2.63.070(D) of the Long Beach Municipal Code)

- 1. (It) will not adversely affect any significant historical, cultural, architectural or aesthetic feature of the concerned property or of the landmark district in which it is located, is consistent with the spirit and intent of this chapter.**

The proposed alteration is not expected to adversely affect any significant historical, cultural, architectural or aesthetic features of the subject property or the historic district in which the property is located. Marine Stadium is a City landmark and State of California Historical Landmark (No. 1014). The proposed alterations to the stadium are for the purpose of providing eelgrass beds to mitigate eelgrass beds lost due to the rehabilitation of Alamitos Bay. The northeast end of Marine Stadium was selected, as the preferred location is Marine Stadium in the Environmental Impact Report. This area of the stadium has been identified as an area that will support the most productive eelgrass beds and if conditions mimic Marine Stadium, have the highest potential for success.

The stadium boundaries have previously been altered from the 1932 Olympiad. The most significant changes have been the starting line change from what is now the Second Street Bridge to its present location near the Long Beach Yacht Club.

As the course was shifted, approximately 280 meters of the original course were filled in at the north edge, creating a park and support facilities at the northern end of the stadium. In doing so the original boathouse was no longer situated near the water so a new boathouse was constructed midway down the course. The proposed change will alter the boundaries again without affecting the course length or dimensions.

This project will result in the alteration of the stadium boundaries by removing a portion of the dry boat storage parking lot between Marine Stadium and Boat House Lane. The portion of the parking lot area to be removed is approximately 80'x200' 16,000 square feet in area. Approximately 50' feet of riprap will be installed along the edge of the new boundary. The open water basin between the riprap and floating dock is approximately 10,500 square feet in area with a depth of 6-8 feet. The floating dock will be secured with three pilings at the edge of the shoreline to mimic the natural boundary. The dock is 8' wide by 100' long.

- 2. (It) will remedy any condition determined to be immediately dangerous or unsafe by the Fire Department or the Director of Development Services.**

The existing property is not considered dangerous or unsafe. Therefore, this finding is not relevant for this particular property.

- 3. The proposed change is consistent with or not incompatible with the architectural period of the building.**

There are no buildings or structures involved in the alteration of Marine Stadium.

- 4. The proposed change is compatible in architectural style with existing adjacent contributing structures in a historic landmark district.**

The proposed alteration does not involve any historic structures. The proposed project removes a non-original parking lot and associated improvements for dry boat storage.

- 5. The scale, massing, proportions, materials, colors, textures, fenestration, decorative features and details proposed are consistent with the period and/or are compatible with adjacent structures.**

The alteration to Marine Stadium will not affect any buildings. The project will remove a dry boat dock storage, chain link fence and associated parking lot improvements.

- 6. The proposed change is consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings by the U.S. Department of the Interior.**

As required by the Secretary of the Interior's Standards for Rehabilitation, alterations to historic landmarks shall be consistent with the standards for rehabilitation.

The proposed alteration to the stadium is to install eelgrass beds at the northeast end of Marine Stadium to mitigate the loss of eelgrass due to the Alamitos Bay Marina rehabilitation project. This project will alter the perimeter of Marine Stadium at the northeast boundary. Please see the findings under analysis for the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

CONDITIONS OF APPROVAL
Address: 205 Marina Drive
Historic Landmark: Marine Stadium
Case No. HP11-0289
Date: November 14, 2011

1. This approval is for activities shown on plans received by the Director of Development Services - Office of Historic Preservation on September 20, 2011. These plans are on file in this office, except as amended herein.
2. The project must be completed per the plans approved by the Cultural Heritage Commission, including all conditions listed herein. Any subsequent changes to the project must be approved by the Cultural Heritage Commission or the Cultural Heritage Commission staff before implementing. Upon completion of the project, a Cultural Heritage Commission staff inspection must be requested by the Applicant to ensure that the construction has been executed according to approved plans and that all conditions have been implemented before the OCCUPANCY hold can be released.
3. There is a ten calendar-day appeal period that will lapse at 4:30 p.m., 10 calendar days after the action by the Cultural Heritage Commission is made. Appeal of the Commission's action will not be accepted after this time. A separate fee will apply to appeal an action made by the Cultural Heritage Commission.
4. This Certificate of Appropriateness shall be in full force and effect from and after the date of the rendering of the decision by the Cultural Heritage Commission. Pursuant to the Cultural Heritage Commission Ordinance Section 2.63.070(I), this approval shall expire one year from the date of issuance if the authorized work has not commenced. Should the applicant be unable to comply with this restriction, an extension may be granted pursuant to Section 2.63.070(J) for an additional 12 months maximum. The applicant must request such an extension prior to expiration of this Certificate of Appropriateness. After that time, the applicant will be required to return to the Cultural Heritage Commission for approval. In addition, this Certificate of Appropriateness shall expire if the authorized work is suspended for a 180-day period after being commenced.
5. All required permits shall be obtained by the applicant. Building permits and any required variances must be obtained prior to the implementation of any construction or rehabilitation work. Separate plan check and permit fees will apply.
6. Any changes to the plans reviewed by the Cultural Heritage Commission and staff will need prior approval by the Director of Development Services or their designee or applicable staff before implementation. Significant changes to the project's design will require review and approval by the Cultural Heritage Commission before the Director of Development Services issues permits.

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7. The Certificate of Appropriateness is valid for one (1) year from the date of issuance. It may be extended by the Director of Development Services upon request by the applicant prior to the date of expiration.
8. The applicant shall comply with the conditions of approval from case No. 0801-08, EIR Mitigation Measures SCH No. 2008041028 and California Coastal Permit 5-10-263 to the satisfaction of the Director of Development Services.