



Legislation Details (With Text)

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**Title:** Recommendation to adopt resolution allowing for the initiation of a Consolidated Coastal Development Permit process pursuant to Section 30601.3 of the Public Resources Code (Coastal Act) in connection with the realignment of Shoreline Drive as part of the Shoemaker Bridge Replacement Project; and

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. 051121-H-16sr&att.pdf, 2. 060121-CH-11sr&att.pdf, 3. 060121-CH-11 PowerPoint.pdf, 4. RES-21-0056.pdf

Date	Ver.	Action By	Action	Result
6/1/2021	1	City Council	approve recommendation and adopt	Pass
5/11/2021	1	City Council	laid over	Pass

Recommendation to adopt resolution allowing for the initiation of a Consolidated Coastal Development Permit process pursuant to Section 30601.3 of the Public Resources Code (Coastal Act) in connection with the realignment of Shoreline Drive as part of the Shoemaker Bridge Replacement Project; and

The Shoemaker Bridge was built in 1954 and has structural and operational deficiencies. The Shoemaker Bridge Replacement Project (Shoemaker Bridge Project) would replace the existing bridge to improve its safety and operation. The Shoemaker Bridge Project will serve as an important connection between Downtown Long Beach and Interstate-710 (I-710, Long Beach Freeway). In addition to the reconstruction of the bridge, the Shoemaker Bridge Project includes realignment of local streets to create 3.95 acres of new functional park space and improves bike and trail connectivity to the Los Angeles River. The Shoemake Bridge Project is an early action project (EAP) of the I-710 Corridor Project and is compatible with the planned freeway improvements.

The Shoreline Drive Realignment Project (Shoreline Drive Project) is the first phase of the Shoemaker Bridge Project, consisting of improvements to the local arterials, creating a more functional park space within Cesar E. Chavez Park, creating a more cohesive neighborhood, and meeting the needs of the projected increased demand for non-motorized transportation facilities within Long Beach. A portion of this project involves work within the coastal zone, which is defined by areas south of the centerline of Ocean Boulevard (Attachment A - Project Overview in Coastal Zone).

South of Ocean Boulevard, the Shoreline Drive Project improvements lie within a variety of

coastal zone permit jurisdictions. These include the California Coastal Commission's (CCC) original jurisdiction, the City's coastal development permit jurisdiction, and an appealable area in which development permitted by the City is subject to appeal by/to the CCC. These jurisdictional boundaries and the project improvements are shown in Attachment A. The following major project elements involve work that spans across these jurisdictions:

- Shoreline Drive improvements will consist of lane realignments that shift both north and southbound traffic; all lanes would fit under the existing southbound span of the Ocean Boulevard overcrossing. Additional elements of this work include medians/buffers to facilitate traffic calming, sidewalks, and bike lanes to improve circulation and connectivity to the surrounding community.
- Golden Shore street improvements include removal of the existing grade separation over Shoreline Drive and construction of an at-grade signalized intersection. The addition of new Class I "Shared Use" bike paths along Golden Shore will improve connectivity to the LARIO trail and the recreational areas such as Cesar E. Chavez Park and the Drake/Chavez Soccer Fields.
- Seaside Way improvements consist of lowering the grade to meet the modified Golden Shore roadway and new sidewalks/bike lanes to improve connectivity at this intersection.
- Conveyance from the existing stormwater pump station (Los Angeles County LA01) to the LB MUST. The segment of this conveyance within the coastal zone will consist of a force main along Shoreline Drive that will discharge to a gravity flow swale north of Ocean Boulevard.

On April 21, 2020, the City Council certified Environmental Impact Report (EIR) 01-20/ Environmental Assessment (EA) No. 273000, making certain California Environmental Quality Act (CEQA) Findings and Determinations relative thereto; and adopting a Mitigation Monitoring and Reporting Program (Environmental Commitments), for the Shoemaker Bridge Replacement Project (State Clearinghouse No. 2016041007) (Attachment B - City Council Letter April 21, 2020). The environmental document (EIR/EA) outlined components of the project located within both the CCC permit jurisdiction and would be subject to a Coastal Development Permit (CDP), and, within the City's jurisdiction subject to Local Coastal Development Permit (LCDP) requirements.

Since the Shoreline Drive Project improvements lie within different coastal jurisdictions, both CCC and the City would be required to issue separate coastal development permits for the project, creating potential confusion, inconsistent conditions of approval or mitigation measures, and extending the timeline due to the separate application processes. Section 30601.3 of the Public Resources Code (Coastal Act) authorizes the CCC to process a Consolidated Coastal Development Permit (CCDP) application when requested by a local jurisdiction for projects that would otherwise require CDPs from both entities. Because of the inter-relationship of the proposed improvements under the two different jurisdictions, staff's recommendation for the most efficient process is to pursue a unified CCDP application as

authorized by the CCC.

Before an application for a CCDP can be submitted to the CCC, the local jurisdiction (in this case the City Council) must provide its consent. Staff recommend that the City Council adopt a Resolution supporting the CCDP process, delegating the City's coastal development permitting authority to the CCC on this project. The Resolution further provides direction to City staff to work with CCC staff to identify any other City actions necessary to undertake and complete the CCDP process.

Consenting to the CCDP process does not relinquish or reduce the City's role in taking action. For this particular project, the environmental process for the EIR/EA was completed by the City and provided an opportunity for public review and testimony. City staff also find that consenting to the CCDP process would not limit the public's opportunity to participate in the coastal development permit review process, as the public may participate by attending a CCC public hearing and by providing testimony prior to hearings, as usual.

Under current requirements, the request to initiate a CCDP process is granted through the adoption of a Resolution by the City Council. Due to the timeline and staffing requirements of City Council letters, and consistent with past City Council direction to streamline meetings, this function is more appropriately rested with the City Manager. Therefore, City Council action includes the adoption of a Resolution to transfer the authority of the City Council to initiate a CCDP process to the City Manager for future applications to facilitate this process as an administrative action, thereby streamlining the process for future CCDP requests to the CCC. This Resolution does not modify requirements for City Council action for submittals of Local Coastal Program Amendments (LCPAs) to the CCC. This action does not modify the City Council's role in any other entitlements nor does it remove the City Council's ability to hear items on appeal.

This matter was reviewed by Assistant City Attorney Michael J. Mais on April 7, 2021 and by Budget Management Officer Rhutu Amin Gharib on April 21, 2021.

City Council action is requested on May 11, 2021, to proceed with the final design of the project. Construction is anticipated to start in September 2022.

There is no fiscal or local job impact as a result of the recommended action. While the proposed recommendation does not have any fiscal impact, the Department of Public Works has been able to work with the California Transportation Commission (CTC) board to secure approval of the project for future consideration of funding and the allocation of \$14 million of State Transportation Improvement Program (STIP) funds on August 13, 2020. The Department of Public Works will return to the City Council to request appropriation of these funds at a later date. The recommended action also does not have any staffing impacts beyond the normal budgeted scope of duties and is consistent with existing City Council priorities.

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APPROVED:

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