CALIFORNIA COASTAL COMMISSION

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ADDENDUM

DATE: February 7, 2017

TO: Coastal Commissioners and Interested Parties

FROM: South Coast District Staff

SUBJECT: Addendum to Item W8a: Coastal Development Permit Application No. 5-16-

0859 (City of Long Beach), scheduled for the Commission meeting of February

8-10, 2017

I. Changes to Staff Report

Commission staff recommends changes to the project description, Special Condition 1, and the supporting findings to identify the City of Long Beach's commitment to provide additional electric vehicle charging stations and associated infrastructure. Eliminated language is identified in strike through and new language is identified in **bold underline**.

CHANGE THE PROJECT DESCRIPTION ON PAGE 1:

Repair and maintain existing public beach parking lot; provide 34 ADA accessible parking spaces; provide four eight electric vehicle charging stations; provide bicycle parking infrastructure; install new biobasins and drainage devices; net decrease of 11,646 sq. ft. of hardscape area; net increase in vehicle parking spaces from 645 existing to 827 proposed; remove individual parking meters and install pay stations; no change to \$1/hour parking fee or hours of operation.

CHANGE SPECIAL CONDITION 1 ON PAGE 5:

Final Site Plans. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, two (2) sets of final site plans which shall bear evidence of the following:

A. A minimum of 34 designated ADA accessible parking spaces;

Addendum to Item W8a 5-16-0859 (City of Long Beach) Page 2 of 3

- B. A minimum of four eight electric vehicle charging stations, infrastructure including but not limited to transformers and conduit capable of delivering 220 volts to each station, and designated electrical vehicle parking spaces adjacent to each station;
- C. Infrastructure, including but not limited to transformers and Installation of conduit and underground infrastructure capable of delivering 220 volts to a minimum of five eight additional Level 2 electric vehicle charging stations. The City will consult with the local electrical utility company to determine if the existing transformer(s) has the capacity for eight additional electric vehicle charging stations.
 - If the transformer has adequate capacity, the City will ensure the electrical panel and associated underground electrical conduits will be stubbed out near the panel so eight future electrical runs can be installed.

These five eight electric vehicle charging stations and designated electric vehicle parking spaces shall be installed on an as-needed basis when there is a demonstrated public demand for additional stations, subject to a Demand Management Plan to be prepared by the City of Long Beach with demand monitoring assistance from the electric vehicle charging station vendor, that shall be submitted for the review and written approval of the Executive Director., and five additional electric vehicle parking spaces may be designated at a later date;

- If the local electrical utility company determines the electrical transformer(s) does not have capacity for the additional electric load, the City shall work with the utility company to ensure that additional EV charging stations will be installed at a time when the transformer is upgraded to handle the additional electrical capacity.
- D. A minimum of 10 bicycle parking spaces each in a minimum of two separate locations in the parking lot.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

CHANGE THE FINDINGS BEGINNING WITH THE THIRD FULL PARAGRAPH ON PAGE 8:

The proposal to provide a minimum of <u>four eight</u> electric vehicle charging stations is consistent with Coastal Act Section 30253 because it will reduce energy use and provide an opportunity for users of electric vehicles to access the coast. The California Green Building Code presents standards for electric vehicle charging stations in commercial, retail and other nonresidential locations, which suggest four EV charging spaces for parking lots with greater than 201 parking spaces. <u>The City indicates that its proposed</u>

Addendum to Item W8a 5-16-0859 (City of Long Beach) Page 3 of 3

plan complies with the relevant California Green Building Code standards that applied at the time the project was locally approved several years ago, but that the City is proposing additional electric vehicle charging stations in order to best serve the public and promote sustainable transportation. Because the parking lot will have substantially more than 201 parking spaces, the City proposes to initially install four eight electric vehicle charging stations and designated parking spaces initially, and install up to five eight more stations in the future when there is sufficient demand. The electrical transformers and conduit necessary to support the future stations will be installed through the subject project. As the City installs electric vehicle charging stations in additional beach parking lots and other public places, the City will work with its electric vehicle charging station vendor to monitor public demand for the stations. Prior to issuance of the subject coastal development permit, the City will develop a Demand Management Plan to ensure that new electric vehicle charging stations are installed where there is greatest demand for their use and where there is infrastructure in place. Any changes to the demand management plan shall be provided for the review and written approval of the Executive Director.

Furthermore, the proposed site is located near a regional bicycle route along Ocean Boulevard, and adjacent to a beach bicycle path. The applicant is proposing to provide bike racks for an unstated number of bicycles. Because of the location along the popular bike routes, the proximity to the public beach, and other visitor serving uses, the area is heavily used by bicyclists. The parking lot is large enough to accommodate many bicycle parking spaces within the proposed hardscape areas without affecting the number of vehicle parking spaces or permeable surfaces. By providing additional bicycle racks, public beach access will be improved for cyclists as well as people who arrive via a combination of public transportation and bicycle.

In order to ensure that the proposed parking lot provides maximum public access and recreational opportunities for all users, consistent with the Chapter 3 policies of the Coastal Act, the Commission imposed **Special Condition 1** requiring the applicant to submit final site plans which include a minimum of 34 designated ADA accessible parking spaces, a minimum of four <u>eight</u> electric vehicle charging stations, and a minimum of 10 bicycle parking spaces each in a minimum of two separate locations in the parking lot. The applicant shall undertake development in accordance with the approved final plans, which shall also include infrastructure to support the proposed four electric vehicle charging stations and five future electric vehicle charging stations pending the local electrical utility infrastructure demand review.

CALIFORNIA COASTAL COMMISSION

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W8a

 Filed:
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 Staff:
 Z. Rehm-LB

 Staff Report:
 1/19/17

 Hearing Date:
 2/8/17

STAFF REPORT: CONSENT CALENDAR

Application Number: 5-16-0859

Applicant: City of Long Beach

Location: Belmont/Granada Parking Lot, 4300-5000 E. Ocean

Boulevard, Long Beach, Los Angeles County; APNs 7256-

040-902 and 7247-030-905

Project Description: Repair and maintain existing public beach parking lot;

provide 34 ADA accessible parking spaces; provide four electric vehicle charging stations; provide bicycle parking infrastructure; install new biobasins and drainage devices; net decrease of 11,646 sq. ft. of hardscape area; net increase in vehicle parking spaces from 645 existing to 827 proposed; remove individual parking meters and install pay stations; no

change to \$1/hour parking fee or hours of operation.

Staff Recommendation: Approval with Conditions.

SUMMARY OF STAFF RECOMMENDATION

The City of Long Beach proposes to repair and maintain an existing public beach parking lot (referred to as both the Belmont Parking Lot and the Granada Parking Lot) and improve it with additional ADA accessible parking spaces, electric vehicle charging stations, bicycle parking infrastructure and new drainage and landscape features. Hardscape area will be reduced, landscape and permeable area will be increased, and vehicle parking adjacent to trees known to support nesting birds at the northwest corner of the parking lot will be eliminated. Re-striping will enable the addition of 182 parking spaces. Pay stations will replace individual parking meters but there will be no increase to the \$1/hour parking fee.

Belmont/Granada Parking Lot is an important public access feature, serving visitors of the wide, three-mile long public beach between the Downtown Shoreline District and the Alamitos Peninsula. Nearby public recreation activities include bike and jogging paths, volleyball courts, kiteboarding facilities, a dog beach, a children's pool, and the temporary above-ground Belmont Pool. The parking lot also features a boat launch path adjacent to the Granada Avenue entrance for hand-carried boats and parking for up to ten large vehicles with boat trailers.

The parking lot is located on a sandy beach which has been flooded during severe storms and will be subject to more frequent storm related flooding and tidal inundation as the sea level continues to rise. The proposed repair and maintenance of an existing facility will increase the facility's useful life by approximately 10 years. The City has indicated that it is in the process of securing grant funds for a comprehensive assessment on the effects of sea level rise throughout Long Beach and that a future LCP amendment will address adaptation strategies including relocating public infrastructure.

A coastal development permit is required from the Commission for the proposed development because a portion of it is proposed on State Tidelands within the Commission's area of original jurisdiction. Pursuant to Section 30519 of the Coastal Act any development located within the Commission's area of original jurisdiction requires a coastal development permit from the Commission. The Commission's standard of review for the proposed event is the Chapter 3 policies of the Coastal Act. The City approved Local Coastal Development Permit No. 1607-17 for the portion of the development within its LCP jurisdiction on September 12, 2016.

Commission staff recommends **approval** of Coastal Development Permit Application No. 5-16-0859 with special conditions requiring the applicant to 1) submit final site plans which include ADA accessible parking spaces, electric vehicle charging stations and designated parking spaces, bicycle parking infrastructure; 2) submit final revised landscaping plans which include exclusively native, low water use, non-invasive plant species which are resilient enough to survive temporary seawater inundation; 3) submit a final construction staging plan; 4) carry out construction outside of bird nesting season; 5) implement construction and operational best management practices to preserve and enhance water quality; 6) assume the risks of the development; and 7) waive the right to a future shoreline or bluff protective device to protect the development.

TABLE OF CONTENTS

I.	MOTION AND RESOLUTION	4
II.	STANDARD CONDITIONS	4
III.	SPECIAL CONDITIONS	5
	FINDINGS AND DECLARATIONS	
	A. PROJECT LOCATION AND DESCRIPTION	8
	B. PUBLIC ACCESS AND RECREATION	12
	C. WATER QUALITY	12
	D. NATURAL HAZARDS	12
	E. LOCAL COASTAL PROGRAM	12
	F. CALIFORNIA ENVIRONMENTAL QUALITY ACT	13

APPENDICES

Appendix A – Substantive File Documents

EXHIBITS

Exhibit 1 – Vicinity Map Exhibit 2 – Preliminary Plans

I. MOTION AND RESOLUTION

Motion: I move that the Commission approve the Coastal Development Permit

applications included on the consent calendar in accordance with the staff

recommendations.

Staff recommends a **YES** vote. Passage of this motion will result in approval of all the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution: The Commission hereby approves a Coastal Development Permit for the

proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any

significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

- 1. **Notice of Receipt and Acknowledgment**. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
- 2. **Expiration**. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
- 3. **Interpretation**. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
- 4. **Assignment**. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
- 5. **Terms and Conditions Run with the Land**. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

- 1. **Final Site Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, two (2) sets of final site plans which shall bear evidence of the following:
 - A. A minimum of 34 designated ADA accessible parking spaces;
 - B. A minimum of four electric vehicle charging stations, infrastructure including but not limited to transformers and conduit capable of delivering 220 volts to each station, and designated electrical vehicle parking spaces adjacent to each station;
 - C. Infrastructure, including but not limited to transformers and conduit capable of delivering 220 volts to a minimum of five additional Level 2 electric vehicle charging stations. These five electric vehicle charging stations may be installed at a later date and five additional electric vehicle parking spaces may be designated at a later date;
 - D. A minimum of 10 bicycle parking spaces each in a minimum of two separate locations in the parking lot.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. **Final Landscape Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, two (2) sets of final landscape plans. The plans shall include exclusively native, low water use, non-invasive plant species which are resilient enough to survive temporary seawater inundation.

No plant species listed as problematic and/or invasive by the California Native Plant Society (http://www.CNPS.org/), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (http://www.cal-ipc.org/), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a "noxious weed" by the State of California or the United States Government shall be utilized within the property. All plants shall be low water use plants as identified by California Department of Water Resources (See: http://ucanr.edu/sites/WUCOLS/).

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

- 3. **Final Construction Staging Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, two (2) sets of a final construction staging plan. The plan shall indicate where machinery and construction materials are proposed to be stored and shall minimize impacts to public access, to beach areas, and to sensitive habitat areas including nearby trees known to support nesting birds.
- 4. No Construction During Bird Nesting Season. BY ACCEPTANCE OF THIS COASTAL DEVELOPMENT PERMIT, the permittee agrees to carry out construction outside of bird nesting season, which is January 1 through September 30. Additionally, the applicant shall retain the services of a qualified biologist, or environmental resources specialist with appropriate qualifications acceptable to the Executive Director, to conduct a biological survey of the trees within 100 feet of project site prior to (within three days of) the commencement of construction activities. The biologist or environmental resource specialist shall conduct the survey in order to determine the presence of sensitive or endangered bird species nesting or roosting within 100 feet of the work site and shall immediately report the findings of the survey to the Executive Director. In the event that the environmental specialist reports any sensitive or endangered bird species nesting or roosting within 100 feet of the work site, the following restrictions shall apply:
 - A. No trees where sensitive or endangered bird species are identified nesting or roosting shall be removed until the biologist or environmental resources specialist has confirmed that birds are no longer present in such trees;
 - B. Noise generated by construction shall not exceed 85 dB at any active roosting or nesting site within 100 feet of project site. If construction noise exceeds 85 dB, then sound mitigation measures (including, but not limited to, sound shielding and noise attenuation devices) shall be used as necessary to achieve the required dB threshold levels. If these sound mitigation measures do not reduce noise levels, construction within 100 feet of the roosting or nesting trees shall cease and shall not recommence until either new sound mitigation can be employed or the biologist or environmental resources specialist has confirmed that birds are no longer present in such trees.
- 5. Construction and Operational Best Management Practices. In order to minimize adverse environmental impacts and the unpermitted deposition, spill or discharge of any liquid or solid into the sea, the applicants shall implement the following construction-related and operational best management practices, in addition to those construction best management proposed by the applicant's October 6, 2016 submittal:
 - A. Sand from the beach, cobbles, or shoreline rocks shall not be used for construction material.
 - B. Netting, sandbags, tarps and/or other forms of barriers shall be installed between the beach and work areas and equipment storage areas to prevent any unpermitted material from entering the ocean.

- C. The storage or stockpiling of soil, silt, other organic or earthen materials, or any materials and chemicals related to the construction shall not occur where such materials/chemicals could pass into the waters of the ocean. Stockpiled fill shall be stabilized with geofabric covers or other appropriate cover. Staging and storage of construction machinery and storage of debris shall not take place on any beach.
- D. Erosion control/sedimentation BMPs shall be used to control sedimentation impacts to coastal waters during project staging and demolition. BMPs shall include a preconstruction meeting to review procedural and BMP guidelines.
- E. Spills of construction equipment fluids or other hazardous materials shall be immediately contained on-site and disposed of in an environmentally safe manner as soon as possible. Disposal within the coastal zone shall require a coastal development permit.
- F. Construction vehicles operating at the project site shall be inspected daily to ensure there are no leaking fluids. If there are leaking fluids, the construction vehicles shall be serviced immediately. Equipment and machinery shall be serviced, maintained and washed only in confined areas specifically designed to control runoff and prevent discharges into the sea. Thinners, oils or solvents shall not be discharged into sanitary or storm sewer systems.
- G. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than fifty feet away from all storm drains, open ditches and surface waters.
- H. All floatable debris and trash generated by construction activities within the project area shall be disposed of as soon as possible or at the end of each day.
- I. The applicant shall dispose of all demolition and construction debris resulting from the proposed project at an appropriate location in a timely manner. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.
- J. At the end of the construction period, the applicant shall inspect the project area and ensure that no debris, trash or construction material has been left on the shore or in the water.
- K. All operational BMPs including but not limited to the V-gutters, biobasins, landscaped areas, and drainage system shall be maintained in a functional condition throughout the life of the development. If they should fail to fulfill their function or become damaged or destroyed by human activity or natural disaster, they shall be repaired or replaced with other operational BMPs which perform the same functions.

The applicant shall include the requirements of this condition on all plans and contracts issued for the project. The applicant shall implement and carry out the project staging and construction plan during all staging and construction activities.

6. **Assumption of Risk, Waiver of Liability, and Indemnity.** By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from slope instability, erosion, landslides and wave uprush, storm conditions, and sea level rise; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

7. No Future Bluff or Shoreline Protective Device(s).

- A. By acceptance of this permit, the applicant agrees, on behalf of itself and all successors and assigns, that no bluff or shoreline protective device(s) shall ever be constructed to protect the development approved pursuant to Coastal Development Permit No. 5-16-0859 and any other future improvements in the event that the development is threatened with damage or destruction from waves, erosion, storm conditions, bluff retreat, landslides, sea level rise, or other natural coastal hazards in the future. By acceptance of this permit, the applicant hereby waives, on behalf of itself and all successors and assigns, any rights to construct such devices that may exist under Public Resources Code Section 30235.
- B. By acceptance of this permit, the applicant further agrees, on behalf of itself and all successors and assigns, that the applicant shall remove the development authorized by this permit, including, but not limited to, the asphalt and concrete parking lot and sidewalks, bicycle racks, signs, electric infrastructure, and any other future improvements, if any government agency has ordered that the development is not to be operated due to any of the hazards identified above. In the event that portions of the development are destroyed by destroyed by any of the hazards identified above, the applicant shall remove all recoverable debris associated with the development from the beach and ocean and lawfully dispose of the material in an approved disposal site. Such removal shall require a coastal development permit.

IV. FINDINGS AND DECLARATIONS

A. PROJECT LOCATION AND DESCRIPTION

The development proposed by the City of Long Beach is repair and maintenance of an existing public beach parking lot accessed from East Ocean Boulevard at the terminus of Bennett Avenue at the west and Granada Avenue at the east, in the Belmont Shore neighborhood of Long Beach (Exhibit 1). The parking lot is located on a wide sandy beach, a portion of which is State Tidelands in the Commission's area of original jurisdiction. A children's pool and the temporary above ground Belmont Pool are located to the west and visitors of those facilities utilize the subject parking lot. The parking lot also serves visitors of Olympic Plaza, a dog beach, beach bike and jogging paths,

volleyball courts, and kiteboarding facilities. Operators of hand-carried boats utilize the nearby Granada Boat Launch path and parking area. Special events are also frequently held on the sandy beach to the southeast of the parking lot, in the area of the boat launch path and kiteboarding facilities.

The existing asphalt pavement will be milled down 1.44 inches and recapped with a new asphalt overlay to revitalize the pavement surface (Exhibit 2). More major asphalt and subsurface repairs may be required in small sections which are in worse condition, as indicated by the applicant's geotechnical investigation (HDR Engineering, October 2014). Concrete sidewalks will be overlaid with concrete as part of routine maintenance. A new concrete ribbon V-gutter will be installed to improve the site drainage and eliminate water ponding on the pavement surface. The installation of the ribbon gutter will require minor pavement removal and grading to create the required slope to direct drainage into the gutter. Concrete planter islands will be reconfigured and new drains added to capture water flow from the impervious surfaces during rain events. Existing landscaping includes palm trees and grass, some of which may be removed. All new landscaping will consist of native coastal plants, which will be able to survive temporary seawater inundation events. The paved area of the completed parking lot will be 290,834 square feet, which is a net decrease of 11,646 square feet compared to the current parking lot. No portion of the existing sandy beach will be paved. Parking meters will be removed and parking stations will be installed.

Belmont/Granada Parking Lot is a primary beach parking area for the wide, popular three-mile long stretch of public beach that extends from the Downtown Shoreline District to the Alamitos Pensinsula. It was constructed prior to passage of the Coastal Act and has been utilized by residents and visitors of the City to access the beach for over 50 years. It lies adjacent to segments of the California Coastal Trail along the beach and Ocean Boulevard. Resurfacing of the parking lot will extend its useful life by approximately 10 years, supporting the City of Long Beach's efforts to enhance public access to and along the coast through its investment in public amenities. The proposal to restripe the parking lot to increase its capacity from 645 vehicle parking spaces to 827 vehicle parking spaces will allow more visitors to park near popular coastal amenities. Improving the condition of the sidewalks and the accessway to the parking lot will allow for safer pedestrian access to the beach. Enhancing and increasing the number of ADA accessible parking spaces will improve access for disabled people.

The proposal to provide a minimum of four electric vehicle charging stations is consistent with Coastal Act Section 30253 because it will reduce energy use and provide an opportunity for users of electric vehicles to access the coast. The California Green Building Code presents standards for electric vehicle charging stations in commercial, retail and other nonresidential locations, which suggest four EV charging spaces for parking lots with greater than 201 parking spaces. Because the parking lot will have substantially more than 201 parking spaces, the City proposes to initially install four electric vehicle charging stations and designated parking spaces initially, and install up to five more stations in the future when there is sufficient demand. The electrical transformer and conduit necessary to support the future stations will be installed through the subject project.

Furthermore, the proposed site is located near a regional bicycle route along Ocean Boulevard, and adjacent to a beach bicycle path. The applicant is proposing to provide bike racks for an unstated number of bicycles. Because of the location along the popular bike routes, the proximity

to the public beach, and other visitor serving uses, the area is heavily used by bicyclists. The parking lot is large enough to accommodate many bicycle parking spaces within the proposed hardscape areas without affecting the number of vehicle parking spaces or permeable surfaces. By providing additional bicycle racks, public beach access will be improved for cyclists as well as people who arrive via a combination of public transportation and bicycle.

In order to ensure that the proposed parking lot provides maximum public access and recreational opportunities for all users, consistent with the Chapter 3 policies of the Coastal Act, the Commission imposed **Special Condition 1** requiring the applicant to submit final site plans which include a minimum of 34 designated ADA accessible parking spaces, a minimum of four electric vehicle charging stations, and a minimum of 10 bicycle parking spaces each in a minimum of two separate locations in the parking lot. The applicant shall undertake development in accordance with the approved final plans, which shall also include infrastructure to support the proposed four electric vehicle charging stations and five future electric vehicle charging stations.

Although the parking lot is a public feature and will enhance public access and recreational opportunities, the repaving, restriping, drainage, and electric vehicle infrastructure still constitute new development in the Coastal Zone. Section 30253 of the Coastal Act requires that new development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Belmont/Granada Parking Lot, as currently sited, is in an area of high flood hazard.

The parking lot is located partially on State Tidelands, at an elevation of approximately 13 feet above mean sea level, on a beach which has been flooded during severe storms and which will be subject to more frequent storm related flooding and tidal inundation as the sea level continues to rise. The applicant's geotechnical investigation encountered beach sand beneath the paved parking lot and groundwater approximately 4.5 feet above mean sea level, which may fluctuate depending on the season and the tide. The proposed repair and maintenance of an existing facility, including overlay of the asphalt to prevent water seepage and improved drainage to mitigate against temporary flooding, will increase the facility's useful life by approximately 10 years, but the effects of sea level rise could necessitate relocation of the facility in the future. The City indicates that it is in the process of securing grant funds for a comprehensive assessment on the effects of sea level rise throughout Long Beach and that a future LCP amendment will address adaptation strategies including relocating public infrastructure.

No development in the ocean or near the shoreline can be guaranteed to be safe from hazards. All development located in or near the ocean has the potential for damage caused by wave energy, floods, seismic events, storms, and erosion. The proposed project is located within an area subject to flooding induced by rain events and tidal action induced by severe storms and sea level rise, and is susceptible to natural hazards including earthquakes and tsunamis. The Commission routinely imposes conditions for assumption of risk in areas at high risk from hazards. **Special Condition 2** requires that the final landscaping plans to feature exclusively native, low water use, non-invasive plant species which are resilient enough to survive temporary seawater inundation. **Special Condition 5** requires that all operational BMPs including but not limited to the V-gutters, biobasins, landscaped areas, and drainage system shall be maintained in a functional condition throughout the life of the development. If they should fail to fulfill their function or become damaged or destroyed by human activity or natural disaster, they shall be repaired or replaced with other operational BMPs which perform the same functions.

Special Condition 6 requires the City to assume the risks of the development. Finally, **Special Condition 7** requires the City to waive the right to a future shoreline or bluff protective device(s) in the event that the development is threatened with damage or destruction from waves, erosion, storm conditions, bluff retreat, landslides, sea level rise, or other natural coastal hazards in the future. The City further agrees to remove the entire development authorized by this permit if any government agency has ordered that the development is not to be operated due to any of the hazards identified above or if the development is destroyed by any of the hazards identified above. The Commission finds that only as conditioned is the proposed project consistent with Section 30253 of the Coastal Act.

The proposed plans include removal of several palm trees, but propose to protect in place ficus trees at the northwest corner of the parking lot which are known to support roosting and nesting birds, including threatened species of herons and egrets. The City commissioned a nesting bird survey on October 4, 2016 (LSA Associates) after the conclusion of the typical nesting season for birds in coastal Southern California, which identified abandoned old nests but no threatened or endangered species. In order to avoid adverse impacts to roosting and nesting birds, the City proposes to carry out construction outside of bird nesting season under the supervision of a qualified biologist. In order to ensure that that proposal is carried out and biological productivity of roosting and nesting birds is maximized, the Commission imposed Special Condition 4 requiring the applicant to carry out construction outside of bird nesting season, which is January 1 through September 30. Additionally, the applicant shall retain the services of a qualified biologist, or environmental resources specialist with appropriate qualifications acceptable to the Executive Director, to conduct a biological survey of the trees within 100 feet of project site prior to (within three days of) the commencement of construction activities. The biologist or environmental resource specialist shall conduct the survey in order to determine the presence of sensitive or endangered bird species nesting or roosting within 100 feet of the work site and shall immediately report the findings of the survey to the Executive Director. In the event that the environmental specialist reports any sensitive or endangered bird species nesting or roosting within 100 feet of the work site, no trees where sensitive or endangered bird species are identified nesting or roosting shall be removed until the biologist or environmental resources specialist has confirmed that birds are no longer present in such trees and noise generated by construction shall not exceed 85 dB at any active roosting or nesting site within 100 feet of project site.

The applicant has proposed a substantial set of construction and operational best management practices (BMPs). Additionally, the applicant has proposed landside structural BMPs to protect water quality, including biobasins in the surface parking lot. As proposed, the new V-gutters, biobasins, and drainage devices will enhance water quality from the current condition at the parking lot. **Special Condition 5** requires the applicant to implement and maintain the proposed BMPs in addition to a set of BMPs specific to beach adjacent developments that the Commission has imposed through previous approved permits in Long Beach.

The Long Beach Department of Development Services held a public hearing for the portion of the proposed development within the City's LCP jurisdiction and approved local Coastal Development Permit No. 1607-17 on September 12, 2016. Construction is projected to begin in October 2017, following the peak summer beach use period and following bird nesting season. The staging area will be in the existing parking lot. To avoid adverse effects on coastal access, **Special Condition 3** requires the applicant to submit a final construction staging plan.

Once construction is complete and the parking lot is open for public use, the City has confirmed that there will be no change to the \$1/hour parking fee between the hours of 8am and 8pm, or the hours the parking lot is open to the public, which are 5am to midnight. Those rates and hours are subject to Coastal Development Permit 5-93-232, which applies to 10 public parking facilities in Long Beach.

B. PUBLIC ACCESS AND RECREATION

The proposed development, as conditioned, does not interfere with public recreational use of coastal resources. The proposed development, as conditioned, protects coastal areas suited for recreational activities. Therefore, the Commission finds that the proposed development, as conditioned, is in conformity with Sections 30210 through 30214 and Sections 30220 through 30223 of the Coastal Act regarding the promotion of public recreational opportunities.

C. WATER QUALITY

The proposed development has a potential for a discharge of polluted runoff from the project site into coastal waters. The development, as proposed and as conditioned, incorporates design features to minimize the effect of construction and post construction activities on the marine environment. These design features include, but are not limited to, the appropriate management of equipment and construction materials, reducing runoff through the use of permeable surfaces, the use of non-invasive drought tolerant vegetation to reduce and treat the runoff discharged from the site, and for the use of post construction best management practices to minimize the project's adverse impact on coastal waters. Therefore, the Commission finds that the proposed development, as conditioned, conforms with Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality to promote the biological productivity of coastal waters and to protect human health.

D. NATURAL HAZARDS

Development adjacent to the ocean is inherently hazardous. Development which may require a protective device in the future cannot be allowed due to the adverse impacts such devices have upon, among other things, public access, visual resources and shoreline processes. To minimize the project's impact on shoreline processes, and to minimize risks to life and property, the development has been conditioned to: require a drainage and runoff control plan to direct, treat, and minimize the flow of water offsite; prohibit construction of protective devices (such as a seawall) in the future; and to require that the landowner and any successor-in-interest assume the risk of undertaking the development. As conditioned, the Commission finds that the development conforms to the requirements of Sections 30235 and 30253 of the Coastal Act regarding the siting of development in hazardous locations.

E. LOCAL COASTAL PROGRAM

A coastal development permit is required from the Commission for the proposed development because it is located within the Commission's area of original jurisdiction. The Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act. The City of Long Beach certified LCP is advisory in nature and may provide guidance. The Commission certified the City of Long Beach LCP on July 22, 1980. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified LCP for the area.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the California Code of Regulations requires Commission approval of a coastal development permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The Long Beach Department of Planning and Building is the lead agency for the purposes of CEQA review. On October 4, 2016, the City determined that the project is categorically exempt from CEQA review under Section 15301 (Class 1, Existing Facilities).

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, in the form of special conditions, require the applicant to include parking and facilities for disabled people, electric vehicle users, and bicyclists, provide landscaping with exclusively native, low water use, non-invasive plant species which are resilient enough to survive temporary seawater inundation, submit final construction staging plans, carry out construction outside of bird nesting season, implement construction and operational best management practices to preserve and enhance water quality, assume the risks of the development, and waive the right to a future shoreline or bluff protective device to protect the development.

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and complies with the applicable requirements of the Coastal Act to conform to CEQA.

Appendix A – Substantive File Documents

- 1. City of Long Beach Certified Local Coastal Program, 7/22/80.
- 2. Coastal Development Permit No. 5-14-1819 (Long Beach Junipero Parking Lot), 4/17/15.
- 3. Coastal Development Permit No. 5-12-320 (Long Beach Pedestrian and Bicycle Beach Paths), 6/13/14.
- 4. Coastal Development Permit No. 5-93-232 (Long Beach Parking Facilities Hours of Operation and Fees), 10/14/93.

Exhibit 1: Vicinity Map

Exhibit 1

Page 1 of 1



California Coastal Commission



Photo: Bing Maps

PROJECT DIRECTORY:

AGENCY: CITY OF LONG BEACH TIDELANDS CAPITAL IMPROVEMENT DIVISION 333 WEST OCEAN BOULEVARD, 9TH FLOOR LONG BEACH, CA. 99802 PHONE: (982) 570-6258 CONTACT: TONY RESENDEZ

CIMIL ENGINEER:
HDR ENGINEERING, INC.
100 OCEANGATE, SUITE 1120
LONG BEACH, CA. 90802
PHONE: (951) 320-7303
CONTACT: CHARLES CHRISTOPLIS

RECEIVED South Coast Region

OCT 6 2016

CALIFORNIA COASTAL COMMISSION

CLB BENCHMARK NO. BM 0966

BRASS DISK, STAMPED 'CLB BM 966 RE 3111 1968', FLUSH WITH PAYEMENT 1'W OF CURB OF PROSPECT AND 11.5'N OF CURB OF OCEAN AT THE NW CORNER OF PROSPECT AND OCEAN.

ELEV. 5,659

NGVD29 1985 ADJUSTMENT

ALL MATERIALS, EQUIPMENT, INSTALLATION AND WORK SHALL BE IN COMPLIANCE WITH THE FOLLOWING APPLICABLE CODES IN THE CITY OF LONG BEACH:

2013 EDITION OF THE CALIFORNIA BUILDING CODE
2013 EDITION OF THE CALIFORNIA FIRE CODE
2013 EDITION OF THE CALIFORNIA ELECTRICAL CODE
2013 EDITION OF THE CALIFORNIA MECHANICAL CODE
2013 EDITION OF THE CALIFORNIA PLUMBING CODE
2013 EDITION OF THE CALIFORNIA PLUMBING CODE
2013 EDITION OF THE CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)
2013 EDITION OF THE CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS
TITLE 18 OF THE LONG BEACH MUNICIPAL CODE

SHEET INDEX TITLE |Sheet # TITLE SHEET - VICINITY MAP, SHEET INDEX & CONSTRUCTION NOTES GENERAL NOTES REMOVAL PLAN REMOVAL PLAN 4 REMOVAL PLAN 5 REMOVAL PLAN LAYOUT PLAN LAYOUT PLAN LAYOUT PLAN 10 LAYOUT PLAN LAYOUT PLAN - DRAINAGE 11 CIVIL DETAILS 12 CIVIL DETAILS 13 14 HORIZONTAL CONTROL HORIZONTAL CONTROL 15 HORIZONTAL CONTROL 16 HORIZONTAL CONTROL 17 GRADING PLAN 18 GRADING PLAN 19 GRADING PLAN 20 GRADING PLAN 21 EROSION CONTROL 22 EROSION CONTROL 23 STRIPING PLAN 24 STRIPING PLAN 25 STRIPING PLAN 26 STRIPING PLAN 27 STRIPING DETAILS 28 29 STRIPING DETAILS ELECTRICAL PLAN

EXISTING PARKING COUNT

632 STANDARD STALLS

13 ADA ACCESSABLE STALLS

645 TOTAL STALLS

PROPOSED PARKING COUNT

779 STANDARD STALLS

4 ELECTRIC VEHICLE STALLS 10 LAUNCH RAMP PARKING STALLS

34 ADA ACCESSABLE STALLS

(6 VAN ACCESSIBLE)

827 TOTAL STALLS

BIKE PARKING 27 PROPOSED BIKE PARKING SPACES

CONSTRUCTION LEGEND

PROTECT IN PLACE

В SAWCUT

C REMOVE AC PAVEMENT

D COLD MILL EXISTING PAVEMMENT (0.12' THICKNESS)

E REMOVE CURB AND GUTTER

F REMOVE CURB ONLY

G REMOVE SIDEWALK н REMOVE AC BERM

J REMOVE PCC DRIVEWAY

К REMOVE AND SALVAGE BIKE RACK

L REMOVE AND SALVAGE PARKING ACCESS EQUIPTMENT

М REMOVE AND SALVAGE SIGN

N REMOVE BOLLARD

0 REMOVE AND SALVAGE TREE AND TRANSPLANT PER CONSTRUCTION LEGEND NOTE 20

Р REMOVE GATE

CONSTRUCTION LEGEND

(1) CONSTRUCT 0.45' AC PAVEMENT OVER COMPACTED NATIVE BASE

CONSTRUCT VARIABLE DEPTH AC OVERLAY (0.12' MINIMUM DEPTH)

(3) CONSTRUCT RUBBERIZED SLURRY

4 CONSTRUCT 6" PCC CURB PER SPPWC STD. PLAN 120-2, TYPE A1-150(6)

CONSTRUCT 6" PCC CURB AND GUTTER PER SPPWC STD. PLAN 120-2, A2-150(6), W=18"

CONSTRUCT 2' WIDE CURB OPENING PER DETAIL 1, SHEET 13

7 CONSTRUCT 3' WIDE PCC RIBBON GUTTER PER DETAIL 2. SHEET 13

(B) CONSTRUCT PCC SIDEWALK (4" THICK)

(9) CONSTRUCT PCC SIDEWALK (8" THICK)

(10) CONSTRUCT PCC SIDEWALK RAMP PER CITY STD. 122 (CASE B, TYPE 1)

CONSTRUCT YELLOW DETECTABLE WARNING SURFACE PER COLB STD. PLAN 122. 11

(12) CONSTRUCT 20' WIDE TYPE 1 DRIVEWAY PER CITY STD. 105

INSTALL BIKE RACK (SINGLE INVERTED "U" TYPE)

(14) LOCATION FOR FUTURE TICKET MACHINE

LOCATION FOR ELECTRIC VEHICLE CHARGING MACHINE

(16) INSTALL GATE ACCESS EQUIPMENT PER ELECTRICAL PLANS

17 ADJUST PULLBOX TO GRADE

(18) ADJUST SEWER MANHOLE TO GRADE

(19) ADJUST STORM DRAIN STRUCTURE TO GRADE

TRANSPIANT EXISTING TREE

CONSTRUCT 8" TYPE N-12 HDPE PIPE

31 CONSTRUCT 12" TYPE N-12 HDPE PIPE

CONSTRUCT 24" X 24" PCC CATCH BASIN WITH GALVANIZED STEEL PARKWAY GRATE. (BROOKS PRODUCTS 2424 CB OR APPROVED EQUAL)
CONSTRUCT 12" X 12" CATCH BASIN WITH PLASTIC ATRIUM PARKWAY GRATE. (NATIONAL DIVERSIFIED SALES (NDS) 12" CATCH BASIN SERIES OR APPROVED EQUAL) (32)

CONSTRUCT SAND LINED BIOBASIN

CITY OF LONG BEACH DEPARTMENT OF PLANNING AND BUILDING

APPROVAL IN CONCEPT

These plans have received approval in concept only by the city of Long Beach as required for application to the South Coast Regional Commission, pursuan to Section 13210, Public Resource Code.

PLOT SCALE: 1=20

Exhibit 2

California Coastal

Commission

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GINEERING

Page 1 of 9

100 OCEANGATE, SUITE 1120 LONG BEACH, CA 90802 M: (562) 264-1100 F: (562) 264-1101

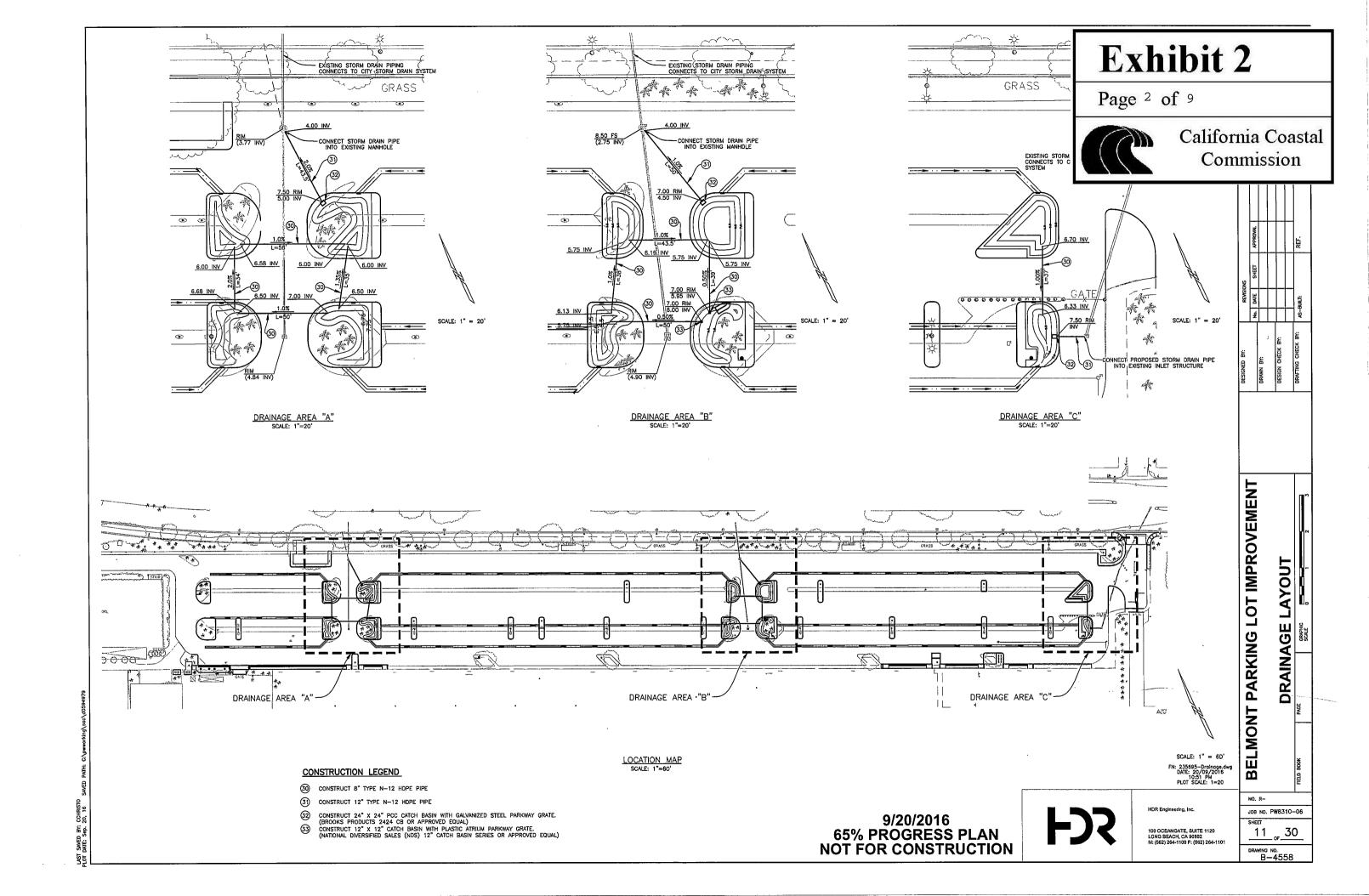
HDR Engineering, Inc

DEPARTMENT OF PUBLIC BELMONT PARKING IMPROVEMENTS EACH $\mathbf{\omega}$ G Ž FN:235695-TitleShee DATE: 8/13/14 ō

NO. R-JOB NO.

30 1 DRAWING NO.

9/20/2016 65% PROGRESS PLAN **NOT FOR CONSTRUCTION**



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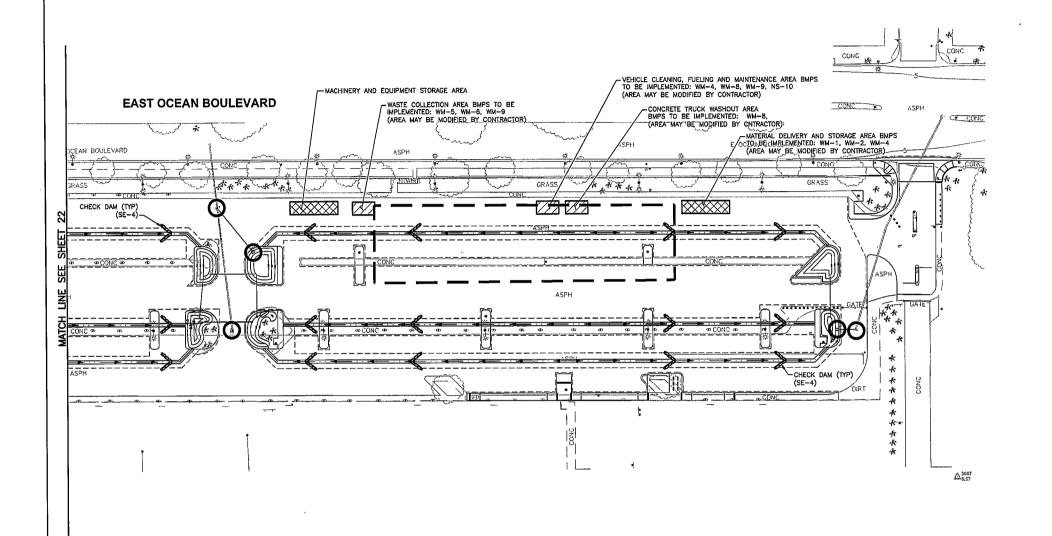


Exhibit 2

Page 4 of 9



California Coastal Commission

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HDR Engineering, Inc.

JOB NO. PW8310-06 23 _{of} 30

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9/20/2016 65% PROGRESS PLAN NOT FOR CONSTRUCTION

