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Filed: 06/21/2025
Action Deadline: 12/18/2025
Staff: M. Alvarado - LB
Staff Report: 09/26/2025
Hearing Date: 10/08/2025

STAFF REPORT: REGULAR CALENDAR

Application Number: 5-25-0393

Applicant: City of Long Beach

Project Location: Along and adjacent to West Shoreline Drive (from Ocean Boulevard to Queens Way), including Golden Shore (from Ocean Boulevard to Los Angeles River bike trailhead) and West Seaside Way (from Golden Shore to approx. 750 feet east of Golden Shore), Long Beach, Los Angeles County

Project Description: Minor realignment of right-of-way to accommodate over 3,250 linear feet of protected shared-use bike and pedestrian path and an additional bikeway and/or pedestrian enhancements, including tree and vegetation removal and replanting, storm drainage system upgrades and other associated improvements, and approximately 6,160 cubic yards of cut and 8,830 cubic yards of fill.

Staff Recommendation: Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The City of Long Beach proposes the West Shoreline Drive Minor Realignment project that would include a 2,500 linear feet shared-use protected bike and pedestrian pathway along the north side of West Shoreline Drive between Ocean Boulevard and Queens Way and a 750-foot-long shared-use bike and pedestrian pathway along the south side of Seaside Way in the City of Long Beach, Los Angeles County. Overall, through the project, the City aims to transform an existing busy urban road corridor into a landscaped local arterial road that creates a more inviting gateway, increases multi-

modal access, and enhances connections between the Pacific Ocean, downtown Long Beach, and nearby areas for residents, visitors, and workers. These improvements are part of a larger project developed in partnership with Caltrans, but this is the only section within the coastal zone.

Additional improvements include upgrades to the existing 930-foot-long bike path along the west side of Golden Shore, additional pedestrian enhancements (i.e., ADA-compliant ramps), storm drainage system upgrades, utility cover adjustments, new and enhanced street lighting, traffic signal upgrades at Shoreline Drive and Queensway, and updated signage and pavement markings. The proposed design would reduce the current overall roadway width while still maintaining two 11-foot-wide travel lanes in each direction. All proposed work is limited to the City's right-of-way.

The project would not result in any loss of parking, and no impacts to public coastal visual resources are anticipated. Additional potential issues raised by the project are protection of biological resources, cultural resources and coastal waters.

The project is located within a densely developed and ornamentally-landscaped urban area, primarily surrounded by residential uses, with some light industrial and commercial development. The project area does not contain any environmentally sensitive habitat area (ESHA), and the project would not impact any special-status species. However, because of the realignment and pathway improvements, the project also includes the removal of approximately 21 non-native trees, retention of 37 non-native trees, and planting 278 native trees and 244 non-native non-invasive trees. Given that the project includes tree and vegetation removal and replanting and given the project corridor's proximity to the Los Angeles River and the ocean, the City proposes to avoid tree removal or trimming during bird nesting season (January through September), consistent with the City's Tree Trimming and Removal Policy, which has been approved in a Commission CDP. **Special Condition 2** formalizes this by generally prohibiting such work during the nesting and bat roosting season. **Special Condition 1** requires final landscape plans using only non-invasive, drought-tolerant plants, drip or microspray irrigation, and tree selection from the City's Approved Street Tree List.

The project spans the City's certified LCP jurisdiction and public tidelands within the Commission's retained jurisdiction. Under Section 30601.3, the City requested, and the Executive Director concurred, to process a consolidated CDP. Chapter 3 of the Coastal Act is the standard of review; the City's certified LCP is advisory. As conditioned, the project complies with Chapter 3.

In short, the project is one that brings needed multimodal, roadway beautification and safety enhancements that, as conditioned, should simultaneously improve public access for all users while protecting coastal resources. Staff therefore recommends the Commission find the project, as proposed and further conditioned, consistent with Chapter 3 of the Coastal Act and, thus, recommends approval of CDP Application No. 5-25-0393, as conditioned.

The motion to implement this recommendation of CDP application approval is on **Page 4**. The special conditions begin on **Page 5**.

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EXHIBITS

Exhibit 1 – Project Location

Exhibit 2 – Site Area Photographs

I. MOTION AND RESOLUTION

Motion:

I move that the Commission **approve** Coastal Development Permit Number 5-25-0393 pursuant to the staff recommendation.

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. 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 Construction Plan.** NOT LESS THAN 30 DAYS PRIOR TO CONSTRUCTION, the Permittee shall submit a Construction Plan to the Executive Director for review and written approval. The Construction Plan shall, at a minimum, include the following:
 - A. **Construction Areas.** The Plan shall identify the specific location of all construction areas, all staging areas, and all construction access corridors in site plan view. All such areas within which construction activities and/or staging are to take place shall minimize impacts on coastal resources to the maximum extent feasible.
 - B. **Construction Methods.** The Plan shall specify the construction methods to be used, including all methods to be used to keep construction areas separated from public use areas and to ensure uninterrupted public use, and including verification that equipment operation and equipment and material storage will not significantly degrade public views during construction, all to the maximum extent feasible.
 - C. **Construction Traffic Controls.** The Plan shall include identification of all measures to be taken to limit lane closures to the maximum extent feasible and be in substantial conformance with such limitations proposed in the application. All one-way traffic lane closures shall provide for full and continuous access for pedestrians and cyclists through the work corridor, except during identified limited complete closures. The Plans shall also provide for emergency services to cross through construction work areas, including during any one-way traffic lane or full road closures. Updated versions of construction duration traffic controls shall be provided after any substantial changes.
 - D. **Construction BMPs.** The Plan shall identify the type and location of all construction best management practices that will be implemented during construction to protect coastal resources, including at a minimum all of the following:
 1. **Runoff Protection.** Silt fences, straw wattles, and equivalent apparatuses shall be installed at the perimeter of the construction site to prevent construction-related runoff and/or sediment from discharging from the construction area, and/or entering into storm drains or otherwise off-site and/or towards adjacent habitat areas. Special attention shall be given to appropriate filtering and treating of all runoff, and all drainage points, including storm drains, shall be equipped with appropriate construction-related containment and treatment equipment. Tarps or similar such devices shall be used to capture debris, dust, oil, grease, rust, dirt, fine particles, and spills.

Excess construction debris and materials, excess fill, vegetation spoils, and waste material shall be disposed of at an authorized disposal site(s) capable of receiving such materials.

2. **Erosion and Sediment Controls.** All erosion and sediment controls shall be in place prior to the commencement of construction as well as at the end of each workday.
 3. **Equipment.** Equipment washing, refueling, and/or servicing shall take place at an appropriate off-site and inland location away from riparian habitat on an existing hard surface area (e.g., a road) or an area where collection of materials is facilitated. All construction equipment shall also be inspected and maintained at a similarly sited inland location to prevent leaks and spills of hazardous materials at the project site.
 4. **Good Housekeeping.** The construction site shall maintain good construction housekeeping controls and procedures at all times (e.g., clean up all leaks, drips, and other spills immediately; keep materials covered and out of the rain, including covering exposed piles of soil and wastes; dispose of all wastes properly, place trash receptacles on site for that purpose, and cover open trash receptacles during wet weather; remove all construction debris from the project site; etc.).
 5. **Construction Material Storage.** All construction materials and equipment shall be stored in non-habitat areas, except for necessary erosion and sediment controls and/or construction area boundary fencing area allowed where such controls and/or fencing are placed as close to the work area, and are minimized in their extent, both to the maximum extent feasible.
 1. **Avoidance, Minimization, and/or Mitigation Measures (Project Features).** All monitoring, and avoidance, minimization and/or mitigation measures as described in the Final Environmental Impact Report/Environment Assessment dated April 2020, proposed by the permittee shall be implemented, unless modified or superseded by a condition of this CDP.
- E. **Construction Site Documents.** The Plan shall provide that copies of the signed CDP and the approved Construction Plan be maintained in a conspicuous location at the construction job site at all times, and that such copies are available for public review on request. All persons involved with the construction shall be briefed on the content and meaning of the CDP and the approved Construction Plan, and the public review requirements applicable to them, prior to commencement of construction.
- F. **Construction Coordinator.** The Plan shall provide that a construction coordinator be designated to be contacted during construction should questions arise regarding the construction (in case of both regular inquiries and emergencies), and that their contact information (i.e., address, phone numbers, email address, etc.) including, at a minimum, a telephone number (with message capabilities) and an email that shall be made available 24 hours a day for the

duration of construction, is conspicuously posted at the job site where such contact information is readily visible from public viewing areas while still protecting public views as much as possible, along with indication that the construction coordinator should be contacted in the case of questions regarding the construction (in case of both regular inquiries and emergencies). The construction coordinator shall record the contact information (address, email, phone number, etc.) and nature of all complaints received regarding the construction, and shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry. All complaints and all actions taken in response shall be summarized and provided to the Executive Director on at least a weekly basis during construction.

All requirements above and all requirements of the Executive Director-approved Construction Plan shall be enforceable components of this CDP. The Permittee shall undertake construction in conformance with this condition and the approved Final Construction Plan.

2. **Landscaping – Drought-Tolerant, Non-Invasive Plants.** PRIOR TO ISSUANCE OF THIS CDP, the Permittee shall submit for the review and written approval of the Executive Director, revised final landscaping plans in an electronic set. The Revised Final Plans shall be in substantial conformance with the project plans submitted in the CDP application of May 22, 2025 (supplemented in August 2025), except as otherwise modified by this CDP's terms and conditions. The revised plans, shall, at a minimum, include and provide for the following:
 - A. Vegetated landscaped areas shall only consist of native plants or non-native drought-tolerant plants, which are non-invasive. 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 U.S. Federal 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://www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf> and <http://ucanr.edu/sites/WUCOLS/files/183488.pdf>).
 - B. Use of reclaimed water for irrigation is encouraged. If using potable water for irrigation, only drip or microspray irrigation systems may be used. Other water conservation measures shall be considered, such as weather-based irrigation controllers.
 - C. Trees shall be selected from the Approved Street Tree List in accordance with the City of Long Beach's Tree Trimming and Removal Policy as outlined in CDP No. 5-08-187 and LCDP Nos. LCDP20-033 and LCDP21-015, except where such selection would conflict with the provisions described above in 1.A.1 and 1.A.2 of this condition.

- D. In lieu of Afghan Pines (*Pinus eldarica*), California Sycamores (*Platanus racemosa*) shall be planted.

All requirements above and all requirements of the Executive Director-approved Revised Final Plans shall be enforceable components of this CDP. The Permittee shall undertake development in conformance with this condition and the approved Revised Final Plans.

3. **Biological Monitoring/Protection.** The Permittee shall enlist one or more qualified biologists, subject to the Executive Director's approval, to monitor construction activities. The biologist(s) shall possess the authority to halt work to prevent any breach in CDP compliance from occurring, or if any unforeseen sensitive species habitat issues arise and until they are satisfied that the issue has been resolved; and shall immediately notify the Executive Director if development activities outside the scope of this CDP occur and document any incidents requiring the stoppage of work. The biologist(s) shall also conduct sensitive species pre-construction surveys and shall monitor the project site during all construction activities per the following:

- A. **Sensitive Species.** For the purpose of this special condition, "sensitive species" shall be taken to mean any special-status wildlife or plant species. Special-status species are species listed as: Endangered, Threatened, or Rare under the federal or state Endangered Species Acts; Candidate Species, California Native Plant Society 1B and 2 Listed Species, California Fully Protected Species, and, all other species considered by the California Department of Fish and Wildlife to be those of greatest conservation concern (e.g. S1-S3 and G1-G3 Listed Species).

B. **Nesting Birds and Roosting Bats.**

1. **Tree Trimming During Non-Breeding and Non-Nesting Season** (October through December).
 - a. Prior to tree trimming or removal, a qualified biologist or ornithologist shall survey the trees to be trimmed or removed to detect nests and submit a survey report to the City of Long Beach Department of Parks, Recreation and Marine, a representative of the Audubon Society, and the Executive Director of the Coastal Commission. The survey report shall include identification of all trees with nests. The Department of Parks, Recreation and Marine shall maintain a database of survey reports that includes a record of nesting trees that is available as public information and to be used for future tree trimming and removal decisions.
 - b. Any trimming of trees with nests shall be supervised by a qualified biologist or ornithologist and a qualified arborist to ensure that adequate nest support and foliage coverage is maintained in the tree, to the maximum extent feasible, in order to preserve the nesting habitat. Trimming of any nesting trees shall occur in such a way that the support structure of existing nests will not be trimmed and existing nests will be preserved, unless the Department of Parks, Recreation and Marine, in

consultation with a qualified arborist, determines that such trimming is necessary to protect the health and safety of the public. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat. Trees or branches with a nest that has been active anytime within the last five years shall not be removed or disturbed unless a health and safety danger exists.

- c. Trimming or removal may not proceed if a nest is found and evidence of courtship or nesting behavior is observed at the site. In the event that any birds continue to occupy trees during the non-nesting season, trimming or removal shall not take place until a qualified biologist or ornithologist has assessed the site, determined that courtship behavior has ceased, and given approval to proceed within 300 feet of any occupied tree.

2. Tree Trimming During Breeding and Nesting or Roosting Bats Season.

Tree trimming or tree removal shall be prohibited during bird breeding and nesting season or at a time when bat maternity roosts may be present (January through September), unless the City of Long Beach Department of Parks, Recreation and Marine, in consultation with a qualified arborist, determines that a tree causes danger to public health and safety. A health and safety danger exists if a tree or branch is dead, diseased, dying, or injured and said tree or branch is in imminent danger of collapse or breaking away. Trees or branches with a nest that has been active anytime within the last five years shall not be removed or disturbed unless a health and safety danger exists.

- a. If tree trimming or removal activities cannot feasibly avoid the breeding season because a health and/or safety danger exists, the City shall follow the guidelines of its Tree Trimming and Removal Policy as outlined in CDP No. 5-08-187, LCDP Nos. LCDP20-033 and LCDP21-015.

- 4. Assumption of Risk, Waiver of Liability and Indemnity.** By acceptance of this permit, the Permittee acknowledges and agrees, on behalf of itself and all successors and assigns, to all of the following: (a) that the site may be subject to coastal hazards, including but not limited to episodic and long-term erosion, tsunamis, scour, coastal flooding, fluvial flooding, landslides, geologic instability, liquefaction, and the interaction of same, many of which may worsen with future sea level rise; (b) to assume the risks to the Permittee and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (c) 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 (d) 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.

- 5. Protection of Archaeological and Tribal Cultural Resources.** The permittee shall

undertake development in compliance with the following mitigation measures to protect archaeological, including tribal cultural, resources:

- A. **Notification and Monitoring.** AT LEAST ONE MONTH PRIOR TO COMMENCEMENT OF ANY GROUND-DISTURBING CONSTRUCTION ACTIVITIES, the permittee shall (i) notify in writing, email, and/or phone calls, as necessary, the representatives of Gabrieleño-affiliated Native American Tribes listed on an updated Native American Heritage Commission (NAHC) contact list for the area; (ii) invite all affiliated Tribal representatives on that list to be present and to monitor ground-disturbing activities; and (iii) arrange for any invited Tribal representative that requests to monitor and a qualified archaeological monitor to be present to observe project activities with the potential to impact archaeological and/or tribal cultural resources. If non-Gabrieleño-affiliated tribal representatives request to monitor project activities, they shall be allowed to; however, deference shall be given to Gabrieleño-affiliated Tribes regarding the preparation and implementation of the Plan, including monitoring protocols and treatment of any resources. A qualified archaeologist means an individual who meets the Secretary of the Interior's Professional Standards for an Archaeological Principal Investigator and/or is listed as Registered Professional Archaeologist. The monitor(s) shall have experience monitoring for archaeological resources of the local area during excavation projects, be competent to identify significant resource types, and be aware of recommended Tribal procedures for the inadvertent discovery of archaeological resources and human remains. Evidence of written notification shall be made available to the Executive Director upon request.
- B. **Discovery Protocol.** If an area of archaeological resources is discovered during ground-disturbing activities, all construction shall cease and shall not recommence except as provided in subsection (D) hereof, and the permittee shall retain a qualified archaeologist and a tribal cultural resource specialist qualified to analyze the significance of the find in consultation with the Gabrieleño-affiliated Native American Tribes listed on the NAHC list. Significance testing may be carried out only if acceptable to the affected Native American Tribe(s), in accordance with a Significance Testing Plan. The specialist(s) shall immediately notify the affiliated Tribes on the NAHC list. An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area that includes a reasonable buffer zone recommended by the monitor(s). Project activities may continue outside of the exclusion zone.
- C. **Human Remains.** Should human remains be discovered on-site during the course of the project, immediately after such discovery, the on-site archaeologist and Native American monitor(s) shall notify the County Coroner within 24 hours of such discovery, and all construction activities shall be temporarily halted until the remains can be identified. An "exclusion zone" may be established around the discovery area. If the county coroner determines that the human remains are those of a Native American, the coroner shall contact the NAHC within 24 hours, pursuant to Health and Safety Code Section 7050.5. The NAHC shall deem the

Native American most likely descendant (MLD) to be invited to participate in the identification process pursuant to Public Resources Code Section 5097.98. The permittee shall comply with the requirements of Section 5097.98 and work with the MLD person(s) to preserve the remains in place, move the remains elsewhere onsite, relinquish the remains to the descendants for treatment, or determine other culturally appropriate treatment. Within five (5) calendar days of notification to NAHC, the permittee shall notify the Coastal Commission's Executive Director of the discovery of human remains and identify any changes to the proposed development or mitigation measures that may be needed related to the inadvertent discovery. The Executive Director shall maintain confidentiality regarding the presence of human remains on the project site. The Executive Director shall determine whether the identified changes are de minimis in nature and scope.

D. Recommencement of Construction After Archaeological Discovery. A permittee seeking to recommence construction within an exclusion zone (excluding the discovery of human remains, which shall follow Section 5097.98 as noted in (C) above), following discovery of the archaeological resources shall submit a Supplementary Archaeological Plan (SAP) prepared by the project archaeologist in consultation with the Gabrieleño-affiliated Native American Tribes listed on the NAHC list for the review and written approval of the Executive Director. If the Executive Director determines that the SAP's recommended changes to the proposed development or mitigation measures are de minimis in nature and scope, construction may recommence after this determination is made by the Executive Director in writing. If the Executive Director determines that the changes therein are not de minimis, construction may not recommence until after an amendment to this permit is approved by the Commission.

6. **Minor Changes and Deadline Extensions.** The Permittee shall undertake development in conformance with the terms and conditions of this CDP, including with respect to all Executive Director-approved plans and other materials, which shall also be enforceable components of this CDP. Any proposed project changes, including in terms of changes to identified requirements in each condition, including deadline extensions or modification of work windows, shall either (a) require a CDP amendment, or (b) if the Executive Director determines that no amendment is legally required, then such changes may be allowed by the Executive Director if such changes: (1) are deemed reasonable and necessary; and (2) do not adversely impact coastal resources.
7. **Future Permitting.** Any and all future proposed development related to this project, this project area, and/or this CDP shall be subject to the Coastal Commission's continuing CDP jurisdiction. This CDP authorizes limited future repair, maintenance, and/or improvement development that is determined by the Executive Director to: 1) fall within the overall scope and intent of this CDP; and 2) not have any significant adverse impacts to coastal resources. Any development that the Executive Director determines does not meet such criteria shall require a separate CDP or a CDP amendment, as directed by the Executive Director.

8. **Liability for Costs and Attorneys' Fees.** The Permittee shall reimburse the Coastal Commission in full for all Coastal Commission costs and attorneys' fees (including but not limited to such costs/fees that are: (1) charged by the Office of the Attorney General; and/or (2) required by a court) that the Coastal Commission incurs in connection with the defense of any action brought by a party other than the Permittee against the Coastal Commission, its officers, employees, agents, successors and assigns challenging the approval or issuance of this CDP, the interpretation and/or enforcement of CDP conditions, or any other matter related to this CDP. The Permittee shall reimburse the Coastal Commission within 60 days of being informed by the Executive Director of the amount of such costs/fees. The Coastal Commission retains complete authority to conduct and direct the defense of any such action against the Coastal Commission. By acceptance of this CDP and its terms and conditions, the Permittee irrevocably agrees to this obligation, which shall be continuing in nature and remain in full force and effect regardless of whether this CDP approval is invalidated as the result of the litigation contemplated by this condition or otherwise changed in any way.

IV. FINDINGS AND DECLARATIONS

A. Project Location and Description

The City of Long Beach is proposing the West Shoreline Drive Minor Realignment project as part of the broader Shoemaker Bridge Replacement¹ effort, developed in partnership with the California Department of Transportation (Caltrans). Notably, the West Shoreline Drive realignment is the only portion of the overall project located within the coastal zone and outside the jurisdiction of the Port of Long Beach. The minor realignment project area subject to this CDP review extends along Shoreline Drive from Ocean Boulevard at its northern limit to its intersection with Queens Way at the southern end and includes improvements along Seaside Way and Golden Shore in the City of Long Beach, Los Angeles County (see **Exhibit 1** and **2**).

The City's proposal seeks to convert an existing urban road corridor into a landscaped local arterial road that serves as a more welcoming gateway, increasing multi-modal access and improving connectivity between the Pacific Ocean, downtown Long Beach, and surrounding destinations for residents, visitors, and workers. This minor realignment would accommodate over 2,500 linear feet of shared-use protected bike and pedestrian path along the north side of West Shoreline Drive (between Ocean Boulevard and Queens Way), and 750-foot-long shared-use bike and pedestrian path along the south side of Seaside Way (from Golden Shore to approx. 750 feet east of Golden Shore). Additional improvement includes upgrades to the existing 930-foot-long bike path along the west side of Golden Shore (from Ocean Boulevard south to the Los Angeles River/Golden Shore bike trailhead) and additional pedestrian enhancements (i.e., ADA-compliant ramps). The project also includes tree and vegetation removal and replanting (described in greater detail in **Section IV.D**), 2.2 acres of new landscaped

¹ For more information, see City of Long Beach's and Caltrans' Final Environmental Impact/Environment Assessment Report, which is available at <https://www.longbeach.gov/globalassets/pw/media-library/documents/resources/general/shoemaker-bridge/project-documents/shoemaker-bridge-environmental-impact-report-environmental-assessment>).

areas, storm drainage system upgrades, utility cover adjustments, installation of new and improved street lighting, traffic signal upgrades at Shoreline Drive and Queensway, and updated signage and pavement markings. Additionally, the project proposes approximately 6,160 cubic yards of cut, all of which will be reused onsite with no export. It also includes approximately 8,830 cubic yards of fill, which incorporates about 2,670 cubic yards of imported material. All proposed work is limited to the City's public right-of-way (ROW). See **Exhibits 1 and 2** for larger map and aerial details regarding the project location.

Construction is tentatively set to begin early 2026 and conclude early 2028.

B. Standard of Review

The proposed project is within the Commission's retained coastal development permit (CDP) jurisdiction over public tidelands, as well as areas in the City of Long Beach's certified Local Coastal Program permit jurisdiction. The land south of Seaside Way was created in the 1960s using fill material and is designated as public trust land (Tidelands). This area is managed by the City of Long Beach on behalf of the State, pursuant to the terms of the tidelands grant. Under Coastal Act section 30601.3, the City of Long Beach requested, and the Executive Director agreed, that the Commission would process a consolidated CDP. Therefore, the standard of review is the Coastal Act, with the City of Long Beach LCP providing guidance.

C. Public Access and Recreation

The Coastal Act specifically requires that public access be not only protected but maximized. In particular:

Section 30210 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.

Section 30211 states: Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212(a) states: Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. ...

Section 30213 states: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred...

Section 30240(b) states: Development in areas adjacent to ... parks and

recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those ... areas.

Likewise, the City of Long Beach LCP contains several policies that also protect public access and recreation in similar ways that may be considered as guidance.²

Permanent Public Access Improvements

The City's right-of-way (ROW) in the project area connects residents, visitors, and workers to the Pacific Ocean, downtown Long Beach, and surrounding destinations. As configured however, the current roadway primarily serves automobile users. The proposed minor road realignment would enhance and improve public access, including bicycle and pedestrian access and includes better connections to existing trails and coastal access points. The proposed design would reduce the overall roadway width, which would help with traffic calming while still maintaining two 11-foot-wide vehicular travel lanes in each direction.

The City proposes approximately 2,500 linear feet of a Class I shared-use protected, eight-foot-wide two-way bike path (four feet in each direction) and a six-foot-wide pedestrian path along the north side of West Shoreline Drive, between Ocean Boulevard and Queens Way. The paths would be separated and protected from vehicle traffic by a five-foot shoulder, a landscaped parkway, and a two-foot buffer.

The City is also proposing an approximately 750-foot-long Class I shared-use bikeway and pedestrian path along the south side of Seaside Way (from Golden Shore to about 750 feet east). The City also plans to upgrade the existing 930-foot-long Class IV 12-foot-wide two-way bikeway along the west side of Golden Shore (from Ocean Boulevard to the Los Angeles River/Golden Shore bike trailhead), where an existing sidewalk (to be protected in place) already provides pedestrian access. The Class IV Golden Shore bikeway would be separated from vehicle traffic by three-foot-wide new curb islands.

Additional improvements include upgraded ADA-compliant curb ramps. These improvements are expected to minimize conflicts between bicycles and vehicles, lower the risk of pedestrian-vehicle collisions at crossing points, discourage unsafe pedestrian crossings at uncontrolled mid-block locations, and reduce both traffic congestion and the likelihood of rear-end collisions. Overall, the new bike lanes would provide a significant multimodal improvement, creating a continuous bicycle facility for transportation and recreation throughout the project corridor, and, indeed, further than describe here as it would continue outside the coastal zone, thus, also offering those who live outside the coastal zone greater access to the coast by means other than vehicles. The project generally traverses a fairly urban area,

² See, for example, City of Long Beach LCP Element Downtown Shoreline Community Plan, available online at <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/local-coastal-program-with-seasp-and-pd-2> and Mobility Element Policies: Strategy No. 1; MOP Policies 1-1, 1-3, 2-11, 2-12, 2-13, 2-16, 2-17, 2-18, 2-19, 3-2, 3-4, 4-3, 5-2; and MOP IM-2, IM-10, IM-11, IM-17, IM-32, and IM-33, available online at https://www.longbeach.gov/globalassets/lbcd/media-library/documents/orphans/mobility-element/320615_lbds_mobility_element_web

enabling many local households to opt for non-vehicular travel modes for commuting, shopping, and recreation.

The proposed improvements to the travel and pedestrian zones of the public right-of-way align with the City of Long Beach's LCP Element and Mobility Element (ME), which are both part of the certified LCP and, therefore, may be used as guidance. The Downtown Shoreline Community Plan chapter of the LCP Element and the City of Long Beach's Mobility Element of the LCP prioritize enhancing pedestrian and bicycle infrastructure and safety, while integrating motor vehicles and public transit to support Complete Streets³ development. In particular, MOP (Mobility of People) Policy 3-4 of the ME requires that "...all interchange reconfiguration projects, grade separation improvements, ... are designed and implemented in a manner that provides positive benefit to the pedestrian and bicycle circulation." Other policies of the ME, including MOP Policies 1-1, 1-3, 2-11, 2-12, 2-13, 2-16, 2-17, 2-18, 2-19, 3-2, 4-3, and 5-2, aim to enhance Long Beach's transportation network through a comprehensive, multi-modal approach. Specific focus is given to enhancing auto-oriented streets like West Shoreline Drive, Golden Shore, and Seaside Way for safer, more comfortable pedestrian access. The policies prioritize public health and safety by managing streets to reduce vehicle miles traveled, promote alternative transportation, and integrate pedestrian and bicycle access into major infrastructure projects.

The proposed project would enhance the safety of the project corridor. Additionally, coastal recreational access provides a valuable, low-cost benefit to regional environmental justice communities. Ensuring safe and reliable access to all users along this stretch of coast supports the Commission's Environmental Justice policy. Moreover, as discussed below, the project includes other public access improvements for all types of users, not just those in cars.

Overall, the proposed project would enhance public access and safety for all travelers along this part of Long Beach. There are no anticipated negative impacts to access, other than some temporary ones described below. The proposed minor realignment would improve multimodal coastal access, encouraging cycling and pedestrian travel between communities.

Temporary Traffic Impacts

Construction of the project would occur in six sequential stages, each involving phased demolition, pavement work, and traffic reconfigurations to maintain access and circulation. In the early stages, temporary pavement would be constructed at both ends of Shoreline Drive to facilitate the removal of the existing grade separation and enable initial connections to Golden Shore and Broadway. As work progresses, traffic would be shifted onto temporary lanes, and select through and turn lanes along Shoreline Drive, Golden Shore, and Ocean Boulevard would be closed to allow for median construction, utility work, and new roadway connections. Temporary access routes, including a driveway to an existing parking lot and a bike path along 3rd Street, would be

³ Complete Streets, as defined by Caltrans in its 2010 Complete Streets Implementation Action Plan, are: "transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, truckers, and motorists appropriate to the function and context of the facility..."

constructed to maintain access during future closures. In later stages, remaining segments of Shoreline Drive, Seaside Way, and Broadway would be completed, with continued lane closures and traffic management. The final stage would include pavement resurfacing and permanent striping along Broadway, Golden Shore, Seaside Way, and 3rd Street, with Broadway being converted to two-way traffic. Throughout the estimated two-year construction period, traffic flow and access (vehicular and pedestrian) would be maintained through detours, temporary striping, and the use of flaggers where necessary. While the project may cause disruption, it is necessary for the proposed ROW realignment and improvements and aims to minimize lane closures as much as possible.

Staging is proposed along the ROW based on lane closures and would be established for storing construction equipment and materials, with proper management for sediment and material control in compliance with environmental quality standards, as further discussed in the following section.

To minimize public access impacts during construction, the City of Long Beach proposes a Traffic Management Plan (TMP) with detour routes, one-way traffic controls, flag workers, and phasing to reduce congestion and ensure local access. The TMP would also accommodate emergency services. No permanent adverse public access impacts are anticipated. **Special Condition 1** requires the submittal of a final construction plan for review and approval by the Commission's Executive Director.

Conclusion

The project would enhance public access and safety for all users, while significantly expanding opportunities for multi-modal and active transportation. It would improve conditions for cyclists and pedestrians without adversely affecting coastal resources. In addition, by promoting non-vehicular travel, the project supports broader efforts to reduce vehicle miles traveled and associated greenhouse gas emissions. As conditioned, the proposed project is consistent with the public recreational access provisions of Chapter 3 of the Coastal Act and furthers the goals of the City of Long Beach's LCP.

D. Biological and Marine Resources

The Coastal Act provides protection for natural resources and habitats, including environmentally sensitive habitat areas (ESHAs), and coastal waters and related habitats.

Section 30107.5 states: "Environmentally sensitive area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Section 30240 states: (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which

would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Section 30231 states: The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30232 states: Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Section 30233 states: (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following: ... (4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines....(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary...

Environmentally Sensitive Habitat Areas

Section 30240 of the Coastal Act limits development within ESHA to uses that depend on the resource. ESHA includes native plants ranked as state or federally threatened or endangered, California Rare Plant Ranks (CRPR) 1B and 2B, and G1 to G3 and/or S1 to S3 by the California Department of Fish and Wildlife on their special vascular plants, bryophytes, and lichens list. ESHA also includes native wildlife ranked as state or federally threatened or endangered, G1 to G3 and/or S1 to S3, and as fully protected or species of special concern by the California Department of Fish and Wildlife on their special animal list. The Coastal Commission and some LCPs also recognize ESHA categorically (e.g., dunes, bluffs, riparian) or based on its role as “especially valuable habitat,” such as habitat corridors, tree stands supporting monarch roosts or rookeries, or grasslands with at least 10% cover of native grasses and forbs.

The City completed multiple documents and surveys to evaluate the project’s potential to affect habitats and natural resources, which are described in City’s [Final Environmental Impact Report/Environment Assessment](#) (FEIR/EA) dated April 2020, Biological Assessment dated April 2018, and Natural Environment Study dated April 2018. These reports indicate that the project would not impact ESHA or wetlands. Even

so, the City has adopted and incorporated several avoidance and minimization measures (AMMMs).⁴ The project site is approximately 100 feet from the Los Angeles River at its closest point, and the distance increases eastward. If nighttime work is needed, project lighting would be minimized, shielded, and directed away from nearby habitats (e.g., along the Los Angeles River). Permanent street lighting would also be low-intensity and focused on the roadways. The proximity is close enough for flying birds to seek nesting trees, but the street lighting is not expected to pose a significant impact on the river habitat. Near the greenspace on the west side of Shoreline Drive (just south of Ocean Boulevard and near the Los Angeles River) the project would result in the removal of one streetlight luminaire compared to existing conditions. **Special Condition 1** requires adherence to these AMMMs unless modified or superseded by this CDP.

The project includes the removal of 21 ornamental non-native trees and other vegetated areas to undertake the minor road realignment and necessary grading and associated improvements. Within the greenspace on the west side of Shoreline Drive, there are 44 existing trees. The City is currently updating project plans to retain and protect in place 37 of these trees, with only seven proposed for removal from that area.

Members of the public raised concerns about the proposed tree removal within the project area, emphasizing that while replacement trees may be planted, they would require many years to reach maturity. Specific concerns included the temporary loss of habitat for nesting birds and the broader ecological impact of removing established, mature trees along the corridor. In response, the City revised its original proposal, which called for the removal of 65 trees, by reducing the total number of trees to be removed and committing to protect in place 37 of the previously identified trees. Removals are limited to trees in direct conflict with essential roadway and grading improvements. Significant design efforts have been made to minimize tree loss and preserve the existing canopy to the greatest extent possible.

The City also proposes to plant 278 native trees and 244 non-native and non-invasive trees, along with the conversion of approximately 2.2 acres of impervious surface into pervious, landscaped areas. The City's plant palette was carefully selected based on species that are non-invasive drought-tolerant, compatible with local salinity levels, and proven to thrive in the Long Beach coastal environment. Of the 278 native trees proposed for planting, the City plans to include 84 California sycamore trees, which are known to support breeding and nesting birds. All trees to be planted would be established, though not fully mature, and would range in size from 24-inch to 36-inch box specimens.

Regarding the request from members of the public to incorporate a coastal bird rookery into the project area, the City noted that this was not included in the proposed scope of

⁴ The City's AMMMs for the project are available online in the City's and Caltrans' FEIR/EA in Chapter 1.4.2.11 (Additional Project Features) and Chapter 2 (Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures) at: <https://www.longbeach.gov/globalassets/pw/media-library/documents/resources/general/shoemaker-bridge/project-documents/shoemaker-bridge-environmental-impact-report-environmental-assessment>

work, as it falls outside the defined purpose and objectives of the project. Additionally, the current funding sources do not support activities beyond the approved scope.

Special Condition 2 requires the City to submit final revised landscaping plans reflecting this change and that all landscaped areas use only native or non-native drought-tolerant plants that are not listed as problematic and/or invasive. Moreover, Special Condition 2 also requires that only drip or microspray irrigation systems may be used, as well as other water conservation measures. Additionally, trees must be selected from the Approved Street Tree List in accordance with the City's Tree Trimming and Removal Policy, unless this conflicts with other provisions of the condition.

The City is proposing to avoid any tree removal or trimming work during the bird nesting season (January through September), in accordance with the City's Tree Trimming and Removal Policy (CDP No. 5-08-187; LCDP Nos. LCDP20-033 and LCDP21-015). To memorialize this, **Special Condition 3** prohibits tree trimming and removal during the breeding and nesting or roosting bats season (January through September), unless tree trimming or removal activities cannot feasibly be avoided the breeding season because a health and/or safety danger exists. In such case and for all construction, Special Condition 3 also requires pre-construction surveys conducted by a qualified biologist for nesting birds and measures to ensure buffers and other protective measures during the nesting/breeding season (January through September), and multiple construction BMPs be implemented; and proper disposal of trash and debris.

Marine Resources and Water Quality

The proposed project has the potential to adversely impact the water quality of the nearby Pacific Ocean and other coastal waters, such as the Los Angeles River. Thus construction-phase activities and post construction stormwater management have the potential to impact marine resources and the biological productivity and quality of coastal waters. Therefore, the Commission must find that the project is consistent with the provisions of Sections 30230, 30231, and 30232.

The project would benefit water quality by improving stormwater management through proposed drainage modifications and upgrades, including new catch basins and a vegetated swale (bioswale) designed to better capture and treat runoff during storm events. Additionally, the City proposes to convert approximately 2.2 acres of existing impervious surface into pervious, landscaped areas, which would help filter and absorb stormwater, reduce runoff volume, and improve overall water quality before it reaches coastal waters.

In any case, heavy construction equipment near coastal waters poses a risk of spills and leaks of fuels, lubricants, and coolants, as well as other contaminants like wet concrete and soil polluted with lead. To mitigate these risks, the City would implement standard measures to manage contaminants, including regular leak checks, cleaning to prevent invasive species spread, using perimeter erosion control BMPs. The City also plans to prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to commencement of construction to ensure compliance with water quality BMPs. **Special Condition 1** requires the City to submit, for review and approval by the Executive

Director, a final construction plan detailing the BMPs to protect coastal resources and adherence to the conditions of this permit and/or other proposed AMMMs.

Temporary erosion and sediment control products with plastic netting and plastic ties on erosion control wattles can persist in waterways, posing risks to wildlife. Therefore, **Special Condition 1** prohibits the use of such products, including those made from polypropylene, nylon, polyethylene, polyester, and other synthetic fibers.

Conclusion

The project's avoidance and minimization measures and special conditions imposed would prevent significant adverse impacts on coastal waters and other protected biological resources. The Commission finds that, as conditioned, the project will protect and enhance water quality and protect marine resources, biological productivity, and human health, as required by Sections 30230, 30231, 30232, and 30233 of the Coastal Act.

E. Coastal Hazards

The Coastal Act generally requires that coastal hazards be minimized and protects against potential impacts associated with coastal hazard response. The Act also requires the Commission to consider the effects of sea level rise in development review.

Section 30001.5 states, in relevant part: The Legislature further finds and declares that the basic goals of the state for the coastal zone are to: ... (f) Anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise.

Section 30253 (also incorporated in City of Long Beach LCP's Southeast Area Specific Plan, Chapter 9.4 Relevant Coastal Act Policies)⁵ states, in relevant part: New development shall do all of the following: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. ...

Section 30270 states: The commission shall take into account the effects of sea level rise in coastal resources planning and management policies and activities in order to identify, assess, and, to the extent feasible, avoid and mitigate the adverse effects of sea level rise.

The proposed project involves developing transportation infrastructure in an area at risk of flood hazards due to sea level rise (SLR). The Coastal Act requires minimizing risks in flood-prone areas. Coastal Act Sections 30253 and 30270 mandate minimizing risks to life and property, ensuring stability, and avoiding harm to natural landforms, taking

⁵ City of Long Beach LCP's Southeast Area Specific Plan, although not the standard of review, may be considered as guidance and is available online at <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/environmental/seasp/specific-plan-districts/res-21-0078-reduced>

into account the adverse effects of seismic, flooding, erosion, and SLR hazards.

SLR and Flooding

The project site is projected to become subject to coastal hazards, including vulnerability to tsunami and seiche inundation, and flooding, all of which are expected to worsen and be exacerbated by projected SLR in the coming decades.

The City consulted the State of California Sea-level Rise Guide (California Natural Resources Agency 2018) and identified the following climate change conditions for the project area for the analysis years 2030, 2050, and 2100. The City's Climate Action and Adaptation Plan (CAAP) models sea level rise scenarios of 11 inches by 2030, 24 inches by mid-century, and 37 to 66 inches (5.5 feet) by 2100. These levels could impact harbor infrastructure and portions of the local coastline and the surrounding low-lying communities, including the project corridor. Here the anticipated lifespan of the project (highway repaving, bike lane paving) is roughly 20-25 years.

In reviewing the usual SLR issues and considering the more recent 2024 Ocean Protection Council (OPC) projections, which the Commission adopted into updated SLR guidance, an applicable review is an estimated SLR at 0.9 feet under the intermediate-high scenario (most applicable to this project) and 1.1 feet under the high scenario by 2050. Using these projections and using Our Coast, Our Future's (OCOF's) Coastal Storm Modeling System (CoSMoS), the ROW in the project area is generally safe from SLR-related flooding in the project's lifespan (approx. 20 years). Additionally, SLR-related erosion and wave runup are not anticipated to pose a significant risk during the project's lifespan, as the corridor is located in a densely developed urban area primarily surrounded by residential, light industrial, and commercial uses.

Overall, the proposed development (e.g., bike/ped paths, shared bike lanes, roadway rehabilitation etc.) does not create the potential for additional adverse environmental and economic effects of SLR, rather the roadway itself would be the guiding force behind decisions about adaptation to the adverse effects of SLR. The City recognizes that any large-scale adaptation efforts would need to be coordinated with broader adaptation plans for surrounding low-lying communities and infrastructure, which are already vulnerable to lower levels of SLR that could pose structural challenges. To that end, ongoing coordination with local, regional, and federal agencies, including the City of Long Beach, Port of Long Beach, LA County agencies, and the U.S. Army Corps of Engineers, will help ensure the project remains resilient to sea level rise and future flood risks.

Development on such sites (e.g., near the sea or in seismically active areas) carries inherent risks. The Coastal Act acknowledges that projects like the proposed one may involve some risk. While the development would face similar coastal conditions as the original structure, the Commission requires the applicant to assume these risks due to uncertainties about future surges and erosion. As a result, **Special Condition 4** is imposed, requiring the applicant to assume liability risks and waive any claim against the Commission, while the City must indemnify the Commission in case of third-party actions related to the development.

Conclusion

For all the above reasons, the Commission finds that the proposed project, as conditioned, takes into account and minimizes risks from geologic and flood hazards and is consistent with Coastal Act Section 30253. It also finds that the City has properly addressed sea level rise impacts, and the project avoids, minimizes, and mitigates these impacts as much as feasible, in line with Coastal Act Section 30270.

F. Archaeological and Tribal Cultural Resources

Coastal Act Section 30244 states: Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

The project is near culturally sensitive sites, and the Coastal Commission's 2018 Tribal Consultation Policy acknowledges the California coastal zone as historically indigenous land, emphasizing the protection of Tribal Cultural Resources and promoting communication with tribes. The policy outlines a consultation process aligned with the Commission's mission, recognizing that Tribal Cultural Resources, including sacred sites and objects, may be protected under the Coastal Act.

The City conducted a Tribal Consultation process, including records searches in 2017 and 2018, reviewing cultural resources within a 0.5-mile radius of the Project Area of Potential Effects (APE), literature review, a Sacred Lands File request to the Native American Heritage Commission (NAHC), a field survey, and archaeological resources surveys. While no cultural resources were identified in the Sacred Lands File, the NAHC recommended the City contact ten Native American groups or individuals. The City contacted the tribal groups or representatives on the NAHC-recommended list in April 2016, December 2016, May 2017, and April 2018, receiving responses from five groups.⁶ The proposed development involves a total of approximately 14,990 cubic yards of grading (cut + fill) that have the potential to damage, disturb, and/or unearth archaeological, including tribal cultural resource deposits. Additionally, on Golden Shore and on both sides of Shoreline Drive grade separation is being removed, and excavation could reach depths of up to 23 feet below the existing surface. The City's FEIR/EA indicates that a majority of the streets in the Direct APE to the east of the channelized Los Angeles River are on the Pleistocene-age marine terrace that were planned, mapped, and developed into a street grid. To minimize potential impacts to potential archaeological and tribal cultural resource deposits, precautionary measures addressing tribal concerns have been incorporated into the project and are described below.

In accordance with the Commission's Tribal Consultation Policy, staff reviewed the City's tribal consultation efforts for the project and, on August 14, 2025, contacted tribal representatives and individuals identified by the NAHC to inform them about the application, offer consultation, and invite comments for the upcoming hearing. On September 5, 2025, staff met with Chairperson Nathan Banda and other representatives

⁶ More details regarding City's Tribal Consultation process are available online in the City of Long Beach's and Caltrans' Final Environmental Impact/Environment Assessment (FEIR/EA) Report at: <https://www.longbeach.gov/globalassets/pw/media-library/documents/resources/general/shoemaker-bridge/project-documents/shoemaker-bridge-environmental-impact-report-environmental-assessment>

from the Juaneño Band of Mission Indians Acjachemen Nation to discuss the high sensitivity of the vicinity and familial ties to it, and cultural resource treatment and mitigation procedures (particularly regarding human remains if uncovered). **Special Condition 5** requires that the City offer tribal monitoring to tribes with known ties to this area and allow any tribe that accepts the invitation to monitor ground-disturbing activities.

Coastal Act Section 30244 requires mitigation for potential impacts on archaeological resources. To mitigate potential risk of impacting archaeological resources, the City has established cultural resource protection measures, including halting work if discoveries are made and protocols should human remains be uncovered, as outlined in the AMMMs (PF-4 and PF-5). **Special Condition 5** requires the City to submit a report to the Executive Director within five days if archaeological resources are found, outlining proposed modifications or mitigation strategies. The Executive Director would then determine if the changes are permissible under the CDP or if an amendment is needed.

Based on the City's cultural research, tribal consultation between Commission staff and tribal nations, and cultural resource protection measures, the Commission finds that the proposed project, as conditioned, includes reasonable mitigation to protect archaeological resources consistent with Coastal Act Section 30244.

G. Other

Minor Changes and Deadline Extensions.

While the project has been thoroughly planned, minor unforeseen issues may arise during construction. To address this, the Executive Director may approve minor adjustments to special conditions, including deadline extensions or modification of work windows, without a CDP amendment if such adjustments: (1) are deemed reasonable and necessary; and (2) do not adversely impact coastal resources (**Special Condition 6**).

Future Development

The project site involves complex coastal resource issues and past Commission approvals, making it essential that any future development be considered in that context. Thus, **Special Condition 7** ensures that all future development related to this project, this project area, and/or this CDP shall remain under the Coastal Commission's CDP jurisdiction. Limited/minor repair, maintenance and improvements may be covered by this CDP if deemed consistent with its scope and intent by the Executive Director and do not have significant adverse impacts to coastal resources. Any development that the Executive Director determines does not meet such criteria shall require its own CDP authorization.

Indemnification

Coastal Act Section 30620(c)(1) authorizes the Commission to require applicants to reimburse the Commission for expenses incurred in processing CDP applications. Thus, the Commission is authorized to require reimbursement for expenses incurred in defending its actions on the pending CDP application in the event that the Commission's action is challenged by a party other than City of Long Beach. Therefore,

consistent with Section 30620(c), the Commission imposes **Special Condition 8** requiring reimbursement for any costs and attorney fees that the Commission incurs in connection with the defense of any action brought by a party other than City of Long Beach challenging the approval or issuance of this CDP, or challenging any other aspect of its implementation, including with respect to condition compliance efforts.

H. California Environmental Quality Act (CEQA)

Section 13096 of Title 14 the California Code of Regulations requires that a specific finding be made in conjunction with CDP applications showing the application to be consistent with any applicable requirements of 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 that the activity may have on the environment.

The City of Long Beach, acting as the lead agency under CEQA, adopted a Final Environmental Impact Report/Environment Assessment with a Finding of No Significant Impact prepared by the City and Caltrans for the project in June 2020. The Coastal Commission's review and analysis of land use proposals has been certified by the Secretary of the Natural Resources Agency as being the functional equivalent of environmental review under CEQA (Section 15251(c)). The Commission has reviewed the relevant coastal resource issues of the proposed project and has identified appropriate and necessary modifications to address adverse impacts to such coastal resources. All above findings are incorporated herein in their entirety by reference.

As such, there are no additional feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse environmental effects that approval of the proposed project, as conditioned, will have on the environment within the meaning of CEQA. Thus, if so conditioned, the proposed project will not result in any significant environmental effects, individual or cumulative, for which feasible mitigation measures have not been employed and complies with the applicable requirements of the Coastal Act to conform to CEQA.

V. APPENDICES

A. Substantive File Documents⁷

- CDP Application No. 5-25-0393 and associated materials
- City of Long Beach certified Local Coastal Program Element Downtown Shoreline Community Plan and Mobility Element
- Shoemaker Bridge Replacement Project Natural Environment Study prepared by HDR Engineering, Inc. dated April 2018.
- Shoemaker Bridge Replacement Project Visual Assessment Report prepared by HDR Engineering Inc. dated April 2018.
- Shoemaker Bridge Replacement Project Water Quality Assessment Report prepared by GPA Consulting dated April 2018.
- Shoemaker Bridge Replacement Project Paleontological Identification and Evaluation Report prepared by Duke Cultural Resources Management, LLC dated May 2018.
- Initial Site Assessment Report, Shoemaker Bridge Replacement Project, Long Beach California prepared by Leighton Consulting, Inc. dated June 2018.
- Shoemaker Bridge Replacement Project Noise Study Report prepared by HDR Engineering, Inc. dated July 2018.
- Shoemaker Bridge Replacement Project Air Quality Analysis Report prepared by HDR Engineering, Inc. and Caltrans dated August 2018.
- Shoemaker Bridge Replacement Project Biological Assessment prepared by HDR Engineering, Inc. dated August 2018.
- Shoemaker Bridge Replacement Project Location Hydraulic Study prepared by HDR Engineering, Inc. dated August 2019.

B. Staff Contact with Agencies and Groups

- City of Long Beach
- Consultation letters sent to the following Tribes:
 - o Gabrielino-Tongva Tribe
 - o Gabrielino Tongva Indians of California Tribal Council
 - o Cahuilla Band of Indians
 - o Santa Rosa Band of Cahuilla Indians
 - o Gabrielino/Tongva Nation
 - o Juaneño Band of Mission Indians Acjachemen Nation – Belardes
 - o Gabrielino/Tongva San Gabriel Band of Mission Indians
 - o Soboba Band of Luiseno Indians
 - o Gabrieleno Band of Mission Indians – Kizh Nation

⁷ These documents are available for review in the Commission's South Coast District office.