

Shoemaker Bridge Replacement Project



Relocation Impact Memorandum

07-LA-710 PM6.0/6.4

EA: 27300

SCH No. 2014041007

September 2018



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Memorandum

Date: Friday, September 14, 2018

Project: EA 27300 Shoemaker Bridge Replacement Project

To: John Vassiliades, Project Manager
Nader Abdelmalek, Project Engineer
Ronald Kosinski, Deputy District Director of Environmental Planning

From: Elaine Lee, Environmental Planner, HDR, Inc

Subject: Relocation Impact Memorandum

Introduction

It has been determined there is no significant impact to owners, tenants, businesses, or persons in possession of real property to be acquired who would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970, as amended.

The City of Long Beach (City), in cooperation with the California Department of Transportation (Caltrans), is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in Long Beach, California. The Shoemaker Bridge Replacement Project (Project) is an Early Action Project (EAP) of the I-710 Corridor Project and is located at the southern end of State Route 710 (SR-710) in the City and is bisected by the Los Angeles River (LA River) in Los Angeles County (See Attachment A –Figure 1 for Regional Location and Project Vicinity map). The proposed Project would result in improved safety operations and connectivity between downtown Long Beach and regional transportation facilities as well as accommodate future planned improvements and expansion of Cesar E. Chavez Park and Drake Park.

Project Alternatives

Three alternatives, a No Build Alternative (Alternative 1), and two Build Alternatives (Alternatives 2 and 3) are being evaluated as part of the proposed Project. Alternatives 2 and 3 would replace the existing Shoemaker Bridge over the LA River with a new bridge constructed just south of the existing bridge. In both Alternatives 2 and 3, the Shoemaker Bridge would accommodate bicycle and pedestrian use and include the evaluation of design options for a roundabout (Design Option A) or a “Y” intersection (Design Option B) at the easterly end of the new bridge. The primary difference between Alternatives 2 and 3 is Alternative 2 includes repurposing a portion of the existing Shoemaker Bridge for nonmotorized transportation and recreational use, and Alternative 3 includes the removal of the existing Shoemaker Bridge in its entirety.

Alternatives 2 and 3 would also provide improvements to associated roadway connectors to downtown Long Beach and along West Shoreline Drive from SR-710, as well as improvements

along portions of 3rd, 6th, and 7th Streets, and West Broadway from Cesar E. Chavez Park to Magnolia Avenue. The proposed improvements may include additional street lighting; restriping; turn lanes; and bicycle, pedestrian, and streetscape improvements. The proposed Project also includes the removal of the Golden Shore grade separation over West Shoreline Drive and modifications along Golden Shore to create a new controlled intersection at Golden Shore and West Shoreline Drive. Additionally, the proposed Project would evaluate street improvements on 6th and 7th Streets from Magnolia Avenue to Atlantic Avenue and on Anaheim Street between 9th and Atlantic Avenue. As an EAP of the I-710 Corridor Project, Alternatives 2 and 3 would evaluate the impacts from the closure of the 9th and 10th Street ramp connections into downtown Long Beach (See Attachment A – Figures 2 and 3 for Project Location and Project Design Features of Alternatives 2 and 3, respectively).

Relocation Impacts

Residential Impacts

The proposed Project will not require any partial or full acquisitions, nor any temporary construction easements (TCE) of residential properties. No displacement of residents or disruption to the current function of the properties would occur. In addition, no temporary or permanent relocation of personal property would occur.

Non-Residential Impacts

A preliminary engineering study¹ of the proposed Project was prepared and a site reconnaissance was conducted in May 2017 to determine the potential impact on non-residential parcels. No full acquisition of any parcel is proposed. Under Alternatives 2 and 3 (Design Options A and B), a total of 53 parcels would be affected. According to the City's 2040 Land Use Element² update, all 53 affected parcels have non-residential land use designations. Table 1, below, summarizes the total number of affected parcels, their land use designations, and type of right-of-way (ROW) impact.

Table 1 – Summary of Impacts to Parcels by Land Use Designation

Non-Residential Property Type	Partial Acquisition/Right-of-Entry (ROE) Permits	TCE and Permanent Easement	TCE only
Residential	--	--	--
Waterfront	2	3	1

¹ Penco Engineering Inc. 2018. Preliminary Engineering Study.

² City of Long Beach. 2018. 2040 Land Use Element – Final City Council Adopted Maps. Available at: <http://www.longbeach.gov/pages/city-news/long-beach-general-plan-update-is-here/council-districts-march/>. Accessed: June 29, 2018.

Table 1 – Summary of Impacts to Parcels by Land Use Designation

Non-Residential Property Type	Partial Acquisition/Right-of-Entry (ROE) Permits	TCE and Permanent Easement	TCE only
Waterfront and Open Space	1	--	3
Open Space	14	9	12
Open Space and Regional Serving Facility	1	--	2
Regional Serving Facility	1	--	--
Downtown	1	--	--
Downtown and Open Space	1	1	--
Freeway	--	--	1
Total Number of Parcels Potentially Affected	21	13	19

Source: Penco Engineering Inc. (2018) and City of Long Beach (2018)

Of the 53 affected parcels, 21 would require partial acquisition, 13 would require TCEs and permanent easements, and 19 parcels would require only TCEs under Alternatives 2 and 3 (Design Options A and B). None of the affected parcels would result in the relocation or displacement of residents or commercial establishments or in a change in the property's existing use and function.

Seventeen of the 21 non-residential parcels requiring partial acquisition are City/government-owned. The use of City/government-owned parcels will be coordinated through ROE and/or encroachment permits from the City and will not be subject to partial acquisition.

As seen in Attachment A – Figures 4 through 7, Properties Requiring Acquisition, the remaining four privately-owned non-residential parcels would require partial acquisitions, TCEs, and permanent easements under Alternatives 2 and 3 (Design Options A and B). Of these parcels, one parcel is designated for Downtown land use, one parcel is designated for Waterfront land use, and two parcels are designated for Open Space land use. Table 2 lists the location, land use designation, and current use of the four parcels requiring partial acquisition.

Table 2 – Non-Residential Partial Acquisitions

Non-Residential Partial Acquisition Figure #	Assessor's Parcel Number (APN)	Name/Site Address	Land Use Designation	Property Type
Figure 4	7278-015-045	DDM Operating Partners LLC DBA 161 Magnolia Ave Parking 161 Magnolia Avenue, Long Beach, CA 90802	Downtown	Business (Parking Lot)
Figure 5	7278-002-010	Eleven Golden Shore LP 11 Golden Shore, Long Beach, CA 90802	Waterfront	Business (Office Building)
Figure 6	7278-011-806	Southern Pacific Transportation Co	Open Space	Easement for LARIO Trail (Former Southern Pacific Railroad ROW)
Figure 7	7278-011-810	Southern Pacific Transportation Co	Open Space	Easement for LARIO Trail (Former Southern Pacific Railroad ROW)

Source: Penco Engineering Inc.(2018) and City of Long Beach (2018)

As shown in Figure 4, the assessor parcel number (APN) 7278-015-045 is designated for Downtown land use, and consists of one private parking lot adjacent to a commercial office building. As shown in Figure 5, APN 7278-002-010 is designated for Waterfront land use, and consists of one commercial office building and one private parking structure. Partial acquisition of both of APNs 7278-015-045 and 7278-002-010 under Alternatives 2 and 3 (Design Options A and B) would not result in the displacement of these existing commercial businesses or disrupt the current function of these properties, as ROW acquisition would only require a sliver of land at these parcels.

As shown in Figures 6 and 7, partial acquisition of two parcels (APNs 7278-011-806 and 7278-011-810) currently used as part of the Los Angeles River/Rio Hondo (LARIO) Trail would occur as a result of Alternatives 2 and 3 (Design Options A and B). APNs 7278-011-806 and 7278-011-810 are located on former Southern Pacific Railroad ROW, currently owned by the Union Pacific Railroad and designated for Open Space land use within the City's 2040 Land Use Element update. The former railroad tracks have been repurposed as a concrete-paved bike path along the LA River. No businesses are located within these parcels; therefore, partial acquisition of these parcels would not result in any non-residential displacements where existing businesses are present.

Relocation Study

The proposed Project would not require any full property acquisitions. No acquisitions at residential parcels are proposed. Only minor partial acquisitions would occur at four privately-

owned non-residential parcels. TCEs and permanent easements are also required at non-residential parcels, consisting of 13 parcels affected by permanent easements and 19 parcels affected by only TCEs. Given that the proposed Project would not result in property acquisitions that would impact the designated land use and function of these properties, nor displace its current occupants; no relocation of any residential or non-residential property is anticipated.

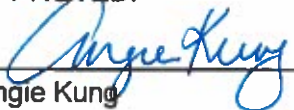


Elaine Lee
Environmental Planner
HDR, Inc

9/21/2018

Date

APPROVED:



Angie Kung
Environmental Section Manager
HDR, Inc

9/21/2018

Date

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ATTACHMENT A: FIGURES

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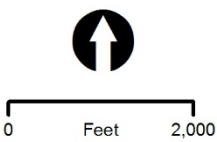
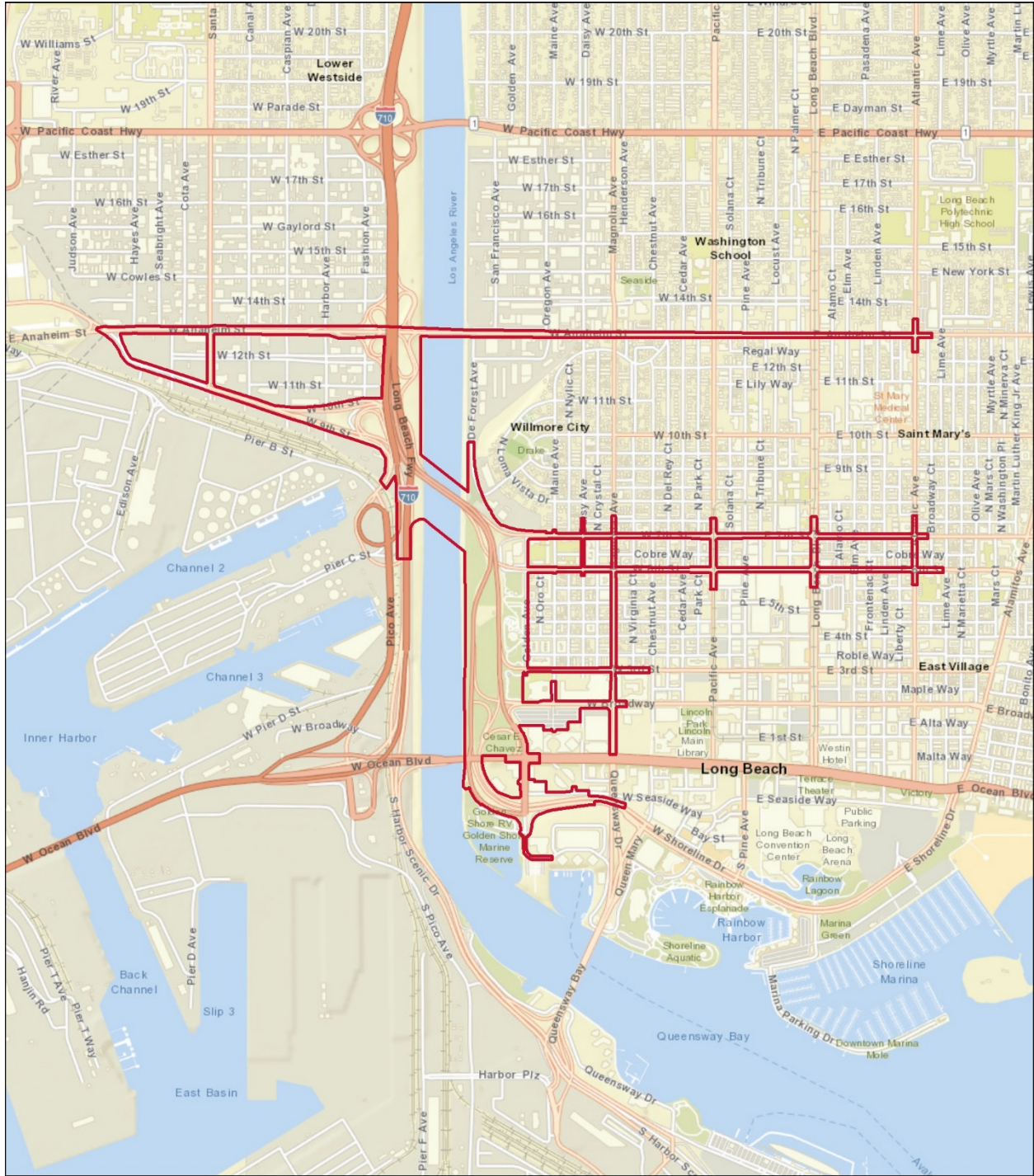


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Shoemaker Bridge Replacement Project

Figure 1. Regional Vicinity

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LEGEND
 Project Limits

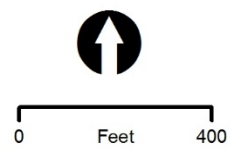
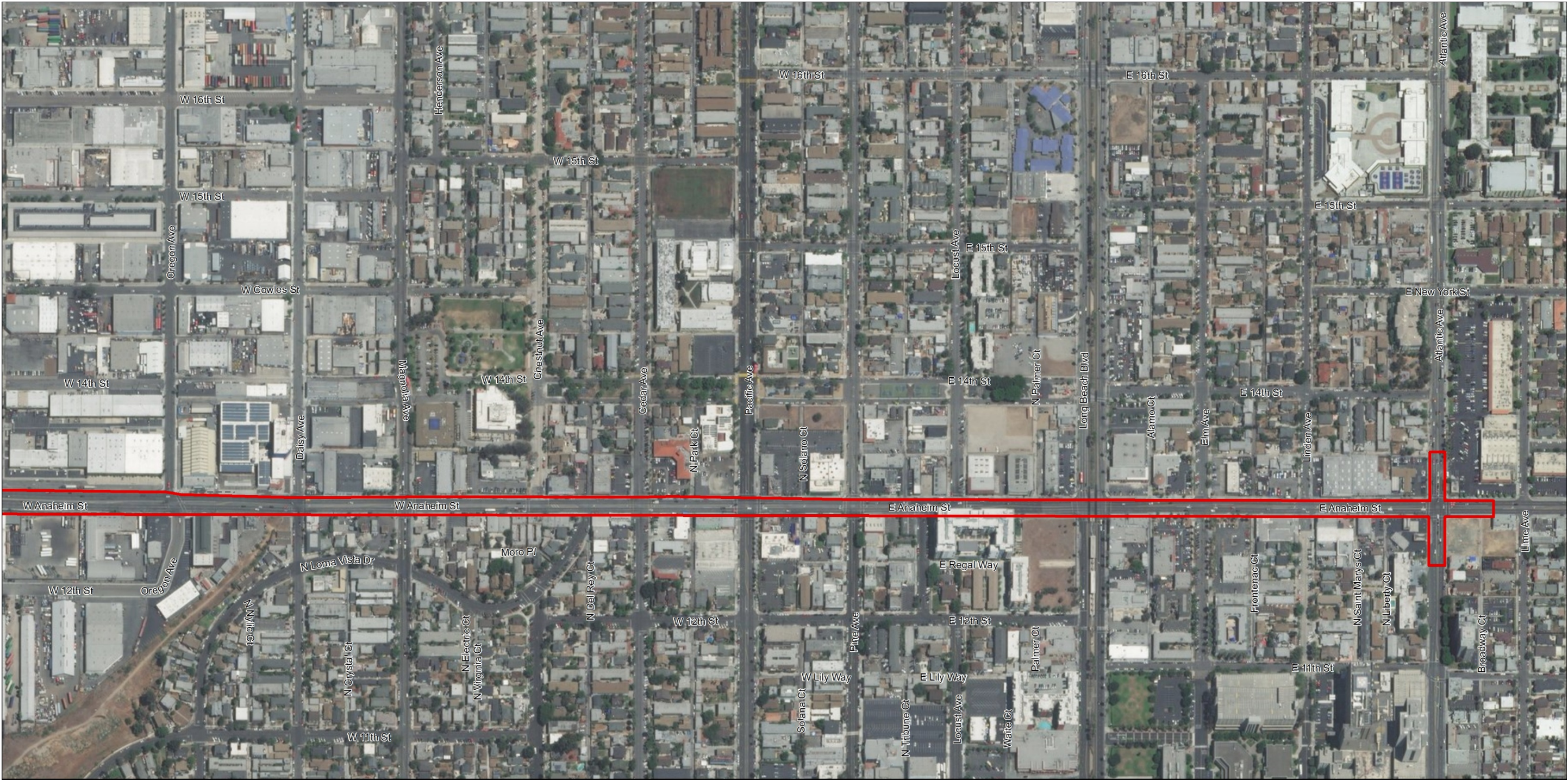
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Shoemaker Bridge Replacement Project

Figure 2. Project Location

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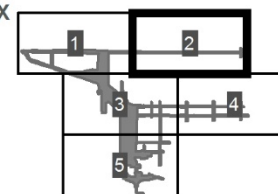
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LEGEND

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| Proposed Retaining Wall | Repurpose of Existing Bridge Under Alt 2 | Temporary Road Construction and Staging |
| Proposed Right-of-Way | Removal of Existing Bridge Under Alt 3 | Proposed Shoemaker Bridge |
| Permanent Slope Easement | Project Limits | Temporary Construction Easement |
| Roadway Improvements | Streets To Be Removed | Potential Staging Area |
| Existing Right-of-Way | | |

MAP INDEX

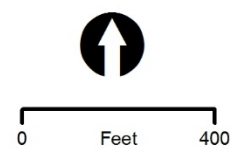
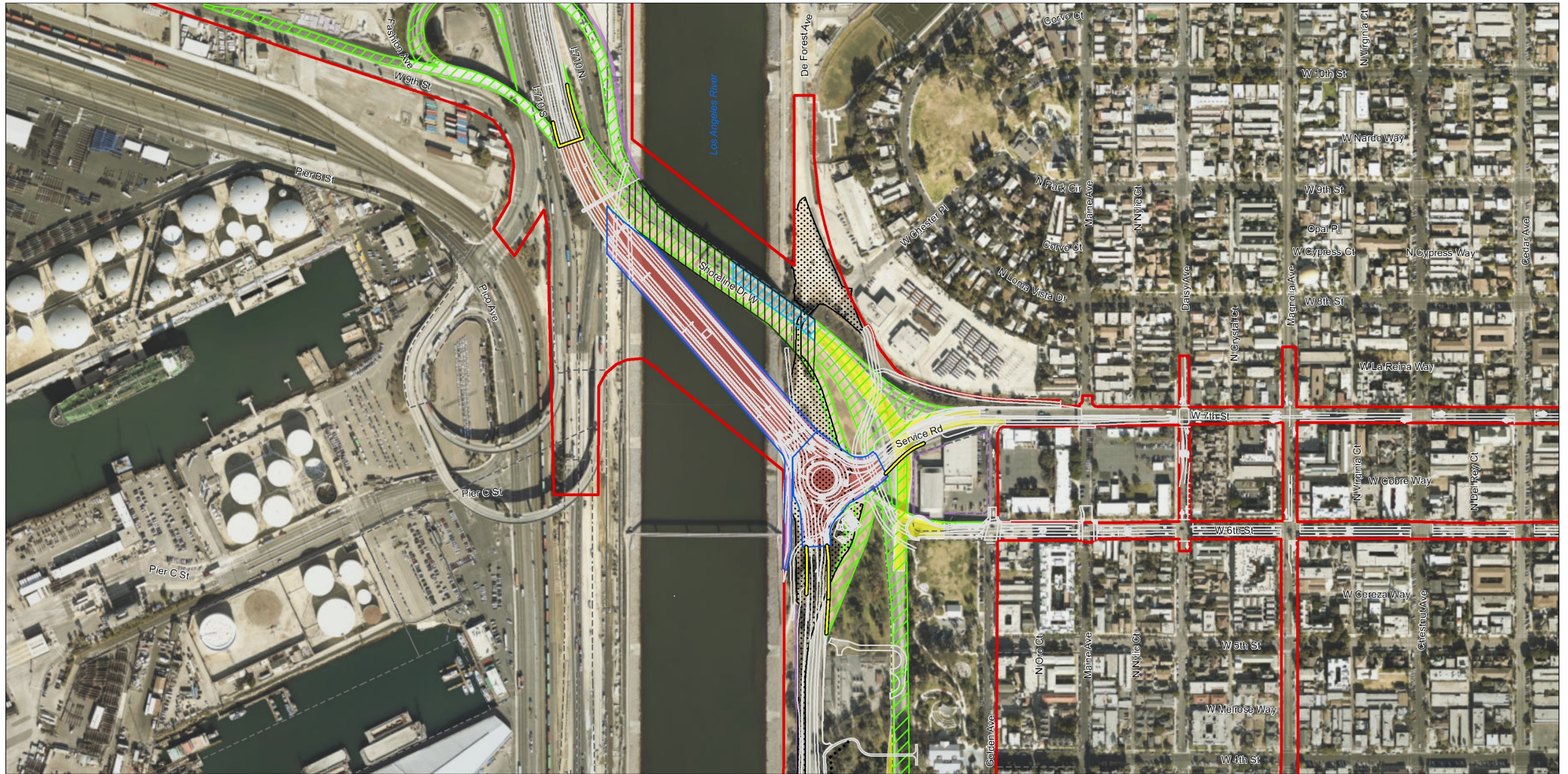


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Shoemaker Bridge Replacement Project

Figure 3. Project Limits
Sheet 2 of 5

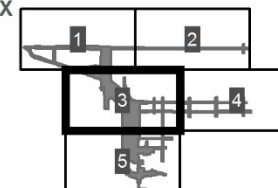
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- | | | |
|--------------------------|--|---|
| Proposed Retaining Wall | Repurpose of Existing Bridge Under Alt 2 | Temporary Road Construction and Staging |
| Proposed Right-of-Way | Removal of Existing Bridge Under Alt 3 | Proposed Shoemaker Bridge |
| Permanent Slope Easement | Project Limits | Temporary Construction Easement |
| Roadway Improvements | Streets To Be Removed | Potential Staging Area |
| Existing Right-of-Way | Long Beach MUST Project | |

MAP INDEX



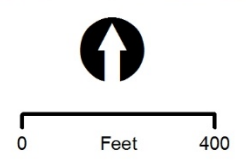
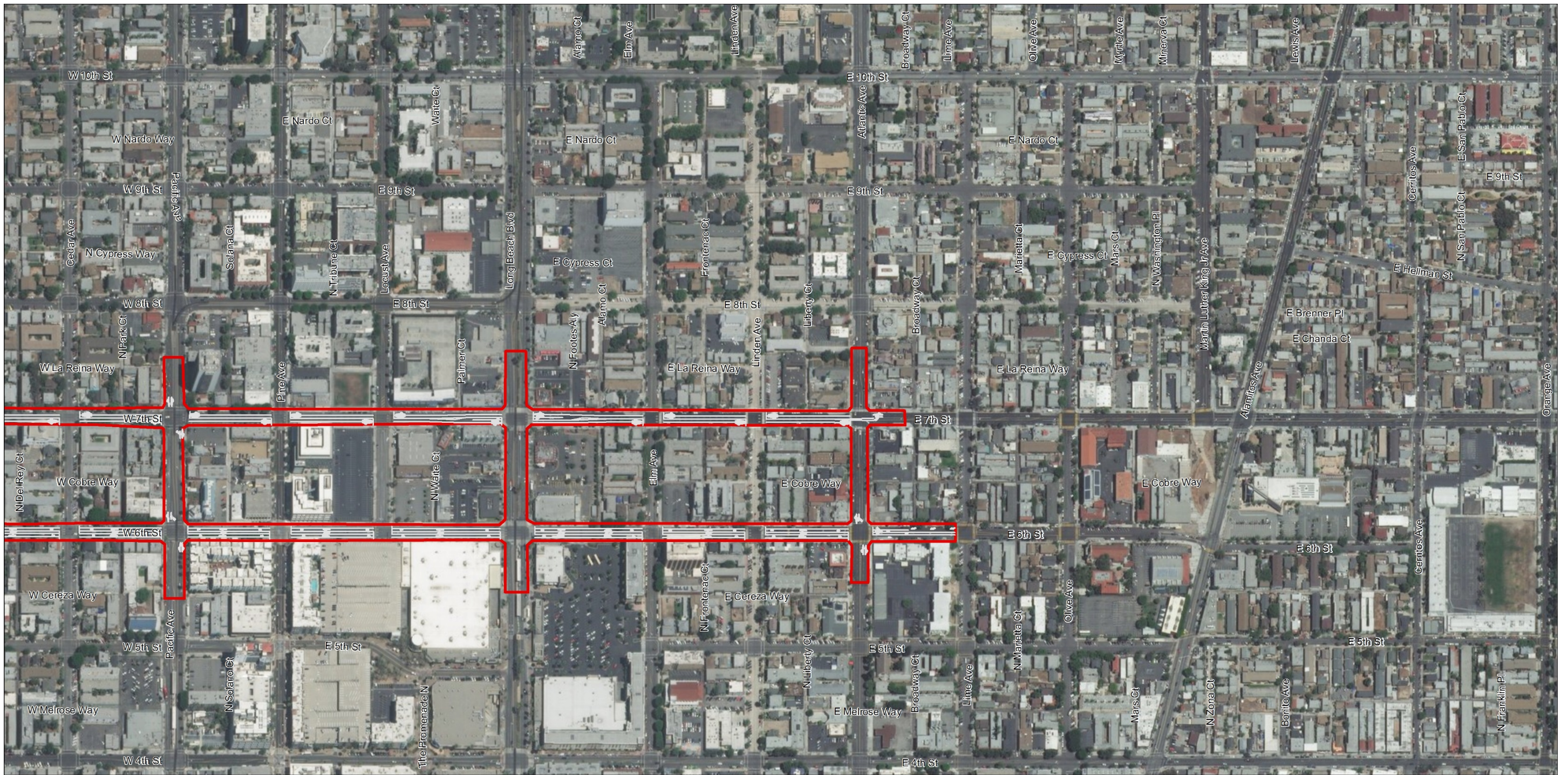
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EA No. 27300

Shoemaker Bridge Replacement Project

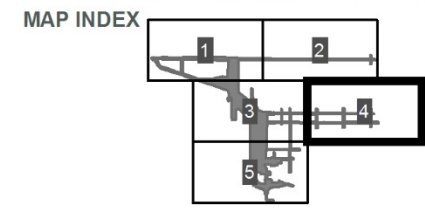
Figure 3. Project Limits
Sheet 3A of 5

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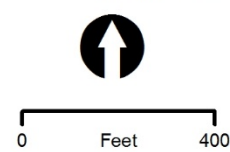
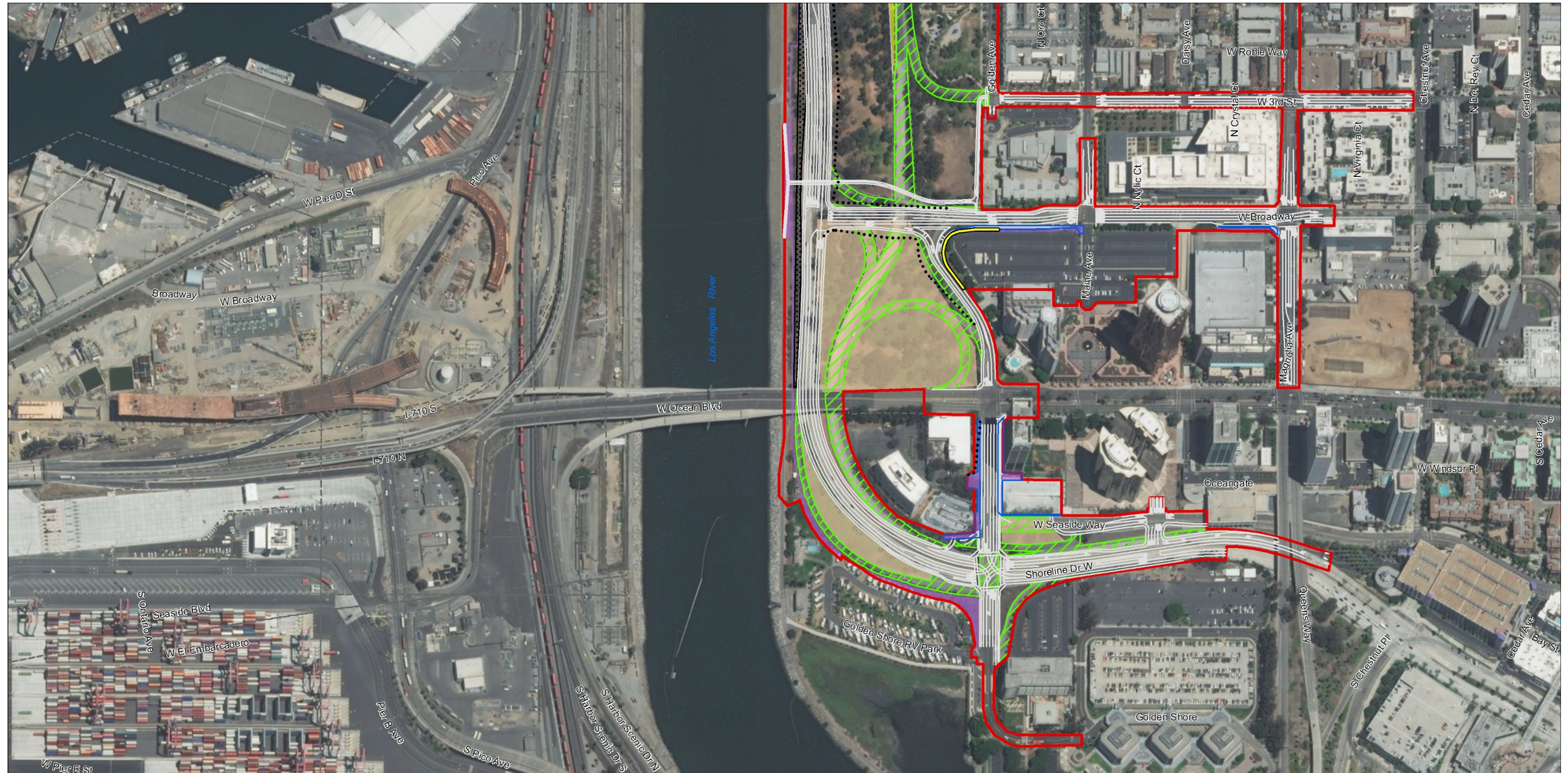
- LEGEND**
- Proposed Retaining Wall
 - Proposed Right-of-Way
 - Permanent Slope Easement
 - Roadway Improvements
 - Repurpose of Existing Bridge Under Alt 2
 - Removal of Existing Bridge Under Alt 3
 - Project Limits
 - Streets To Be Removed
 - Existing Right-of-Way
 - Temporary Road Construction and Staging
 - Proposed Shoemaker Bridge
 - Temporary Construction Easement
 - Potential Staging Area



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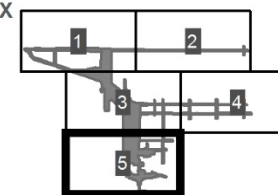
Figure 3. Project Limits
Sheet 4 of 5

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MAP INDEX

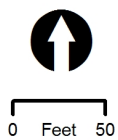
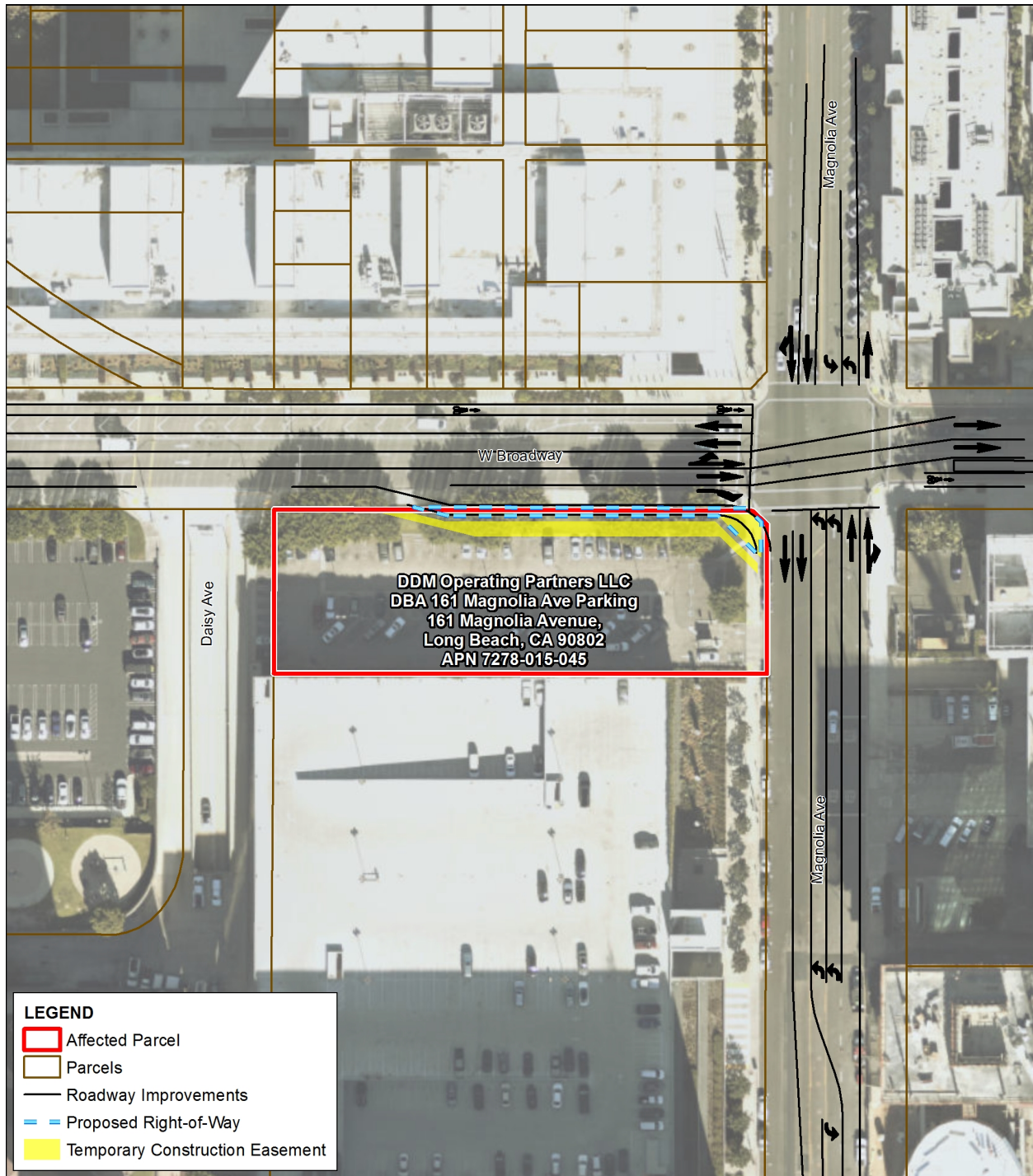


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Shoemaker Bridge Replacement Project

Figure 3. Project Limits
Sheet 5 of 5

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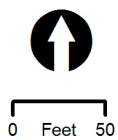
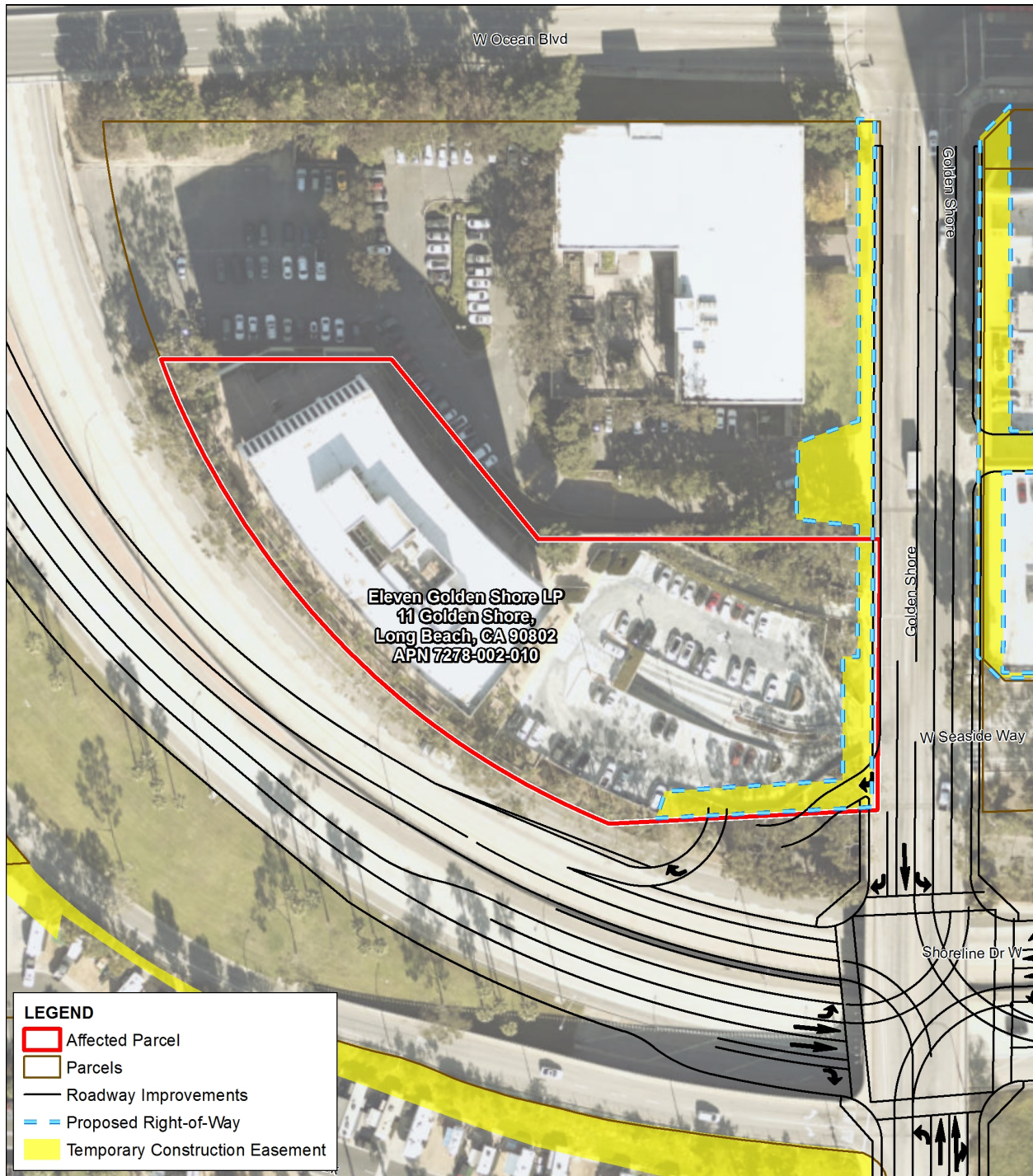
DDM Operating Partners LLC
DBA 161 Magnolia Ave Parking
161 Magnolia Avenue,
Long Beach, CA 90802
APN 7278-015-045

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EA No. 27300

Shoemaker Bridge Replacement Project

**Figure 4. Properties Requiring Right-of-Way Acquisition
(APN 7278-015-045)**

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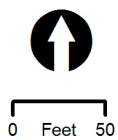
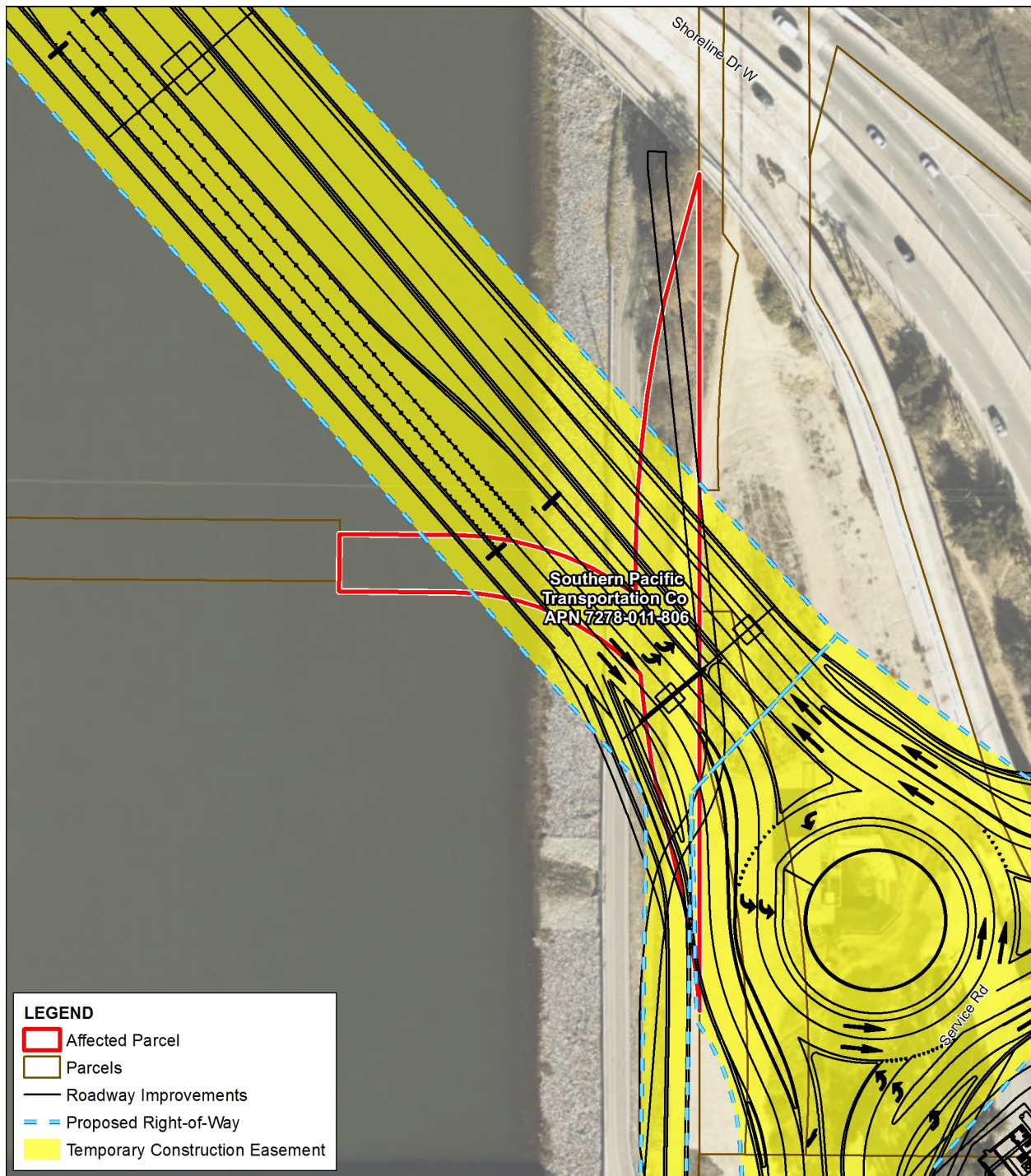
Eleven Golden Shore LP
11 Golden Shore,
Long Beach, CA 90802
APN 7278-002-010

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Shoemaker Bridge Replacement Project

**Figure 5. Properties Requiring Right-of-Way Acquisition
(APN 7278-002-010)**

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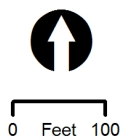
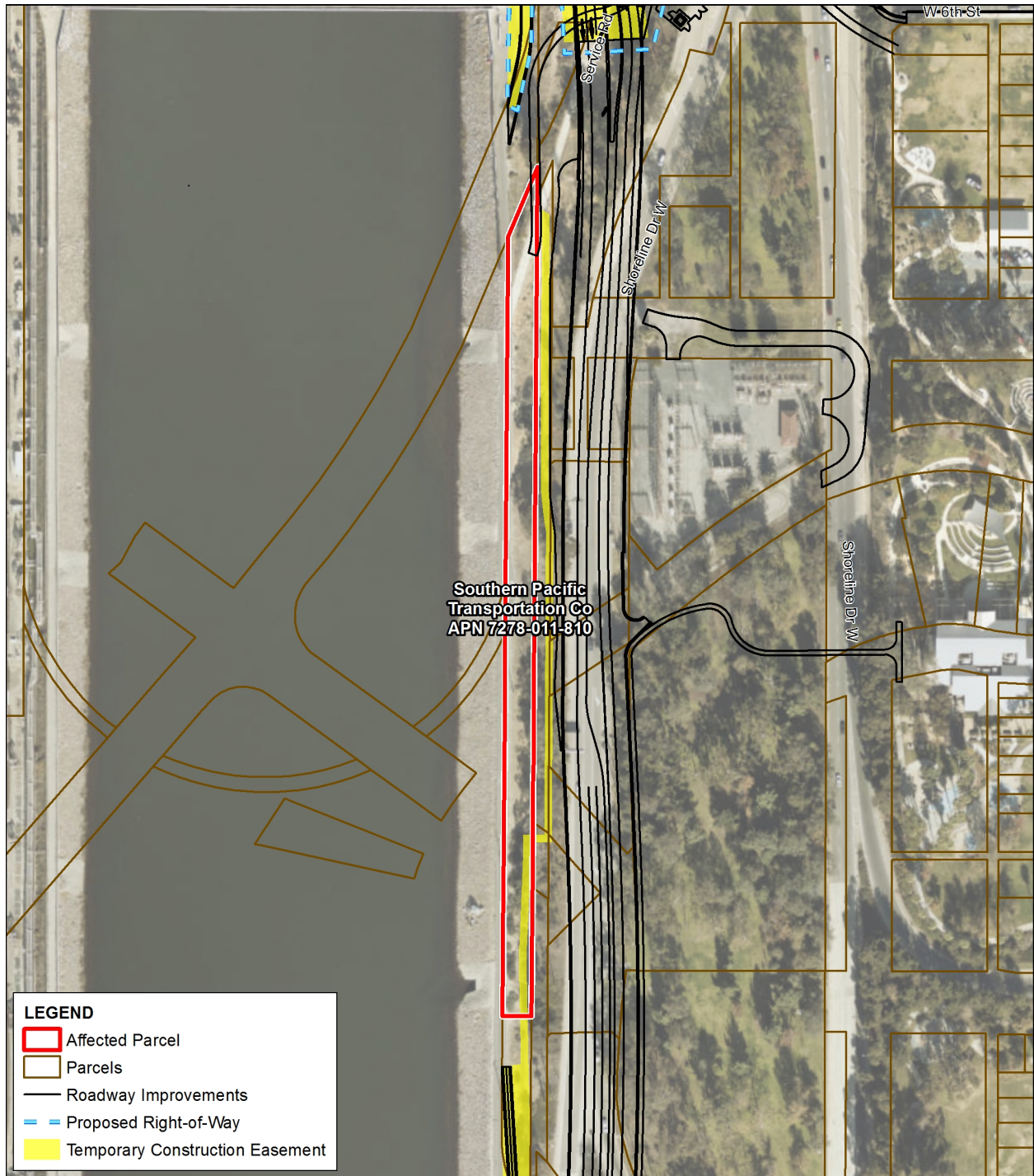
Southern Pacific Transportation Co
APN 7278-011-806

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**Figure 6. Properties Requiring Right-of-Way Acquisition
(APN 7278-011-806)**

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Southern Pacific Transportation Co
APN 7278-011-810

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**Figure 7. Properties Requiring Right-of-Way Acquisition
(APN 7278-011-810)**

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